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Taking It Easy

After every flight pilots complete a “**gripe sheet**” which conveys to the mechanics problems encountered with the aircraft during the flight that need repair or correction. The form is a piece of paper that the pilot completes, and then the mechanics read and correct the problem. They then respond in writing on the lower half of the form what remedial action was taken and the pilot reviews the gripe sheets before the next flight. Never let it be said that ground crews and engineers lack a sense of humor. Here are some actual logged maintenance complaints and problems as submitted by Quantas pilots and the solution recorded by maintenance engineers. By the way, Quantas is the only major airline that has never had an accident.

P = The problem logged by the pilot.

S = The solution and action taken by the engineers.

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except autoland very rough.

S: Autoland not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Friction locks cause throttle levers to stick.

S: That's what they're there for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Target radar hums.

S: Reprogrammed target radar with words.

P: Mouse in cockpit.

S: Cat installed.

Police in Irvine, California, said that, based on a recent crackdown, they were stunned at the high number of abuses of **handicapped parking placards**. One was a teenage girl parked at a concert three months after her grandmother had died and who said (with a straight face) that she was her grandmother, after which the officer asked, “So you’re 80 years old?”

And they also discovered a woman who said she thought she had inherited her late husband’s parking privileges as part of his estate. Yeah, right.

An errant nail from a nail gun went through a construction worker’s eye socket (**ouch!**) and into his brain. He miraculously remained conscious and—now get this—didn’t know what had happened until he looked into a mirror.

In New York City, a businessman sued a socialite for nonpayment of fees he said he earned by saving her nearly \$1 million annually as a personal financial advisor. Included savings were: **\$125,000 in flowers** (by having fewer deliveries to her apartment when she wasn’t at home); \$30,000 by changing the payment plan for her yoga instructions; and \$52,000 in “dog maintenance” (mostly by giving away her two oldest dogs, which were so feeble that they had to be pushed by sitters around Central Park in an \$8,000 baby carriage).

Are women sinking lower in the ratings? A judge sentenced a guy to prison for assaults he committed during a domestic altercation that broke out when he and his wife were scuffling and ended when **his pit bull** became excited provoking him to fatally stab the dog. The judge sentenced him to three months for assaulting his wife and 24 months for the attack on the dog.

The chef at a hotel in Switzerland lost a finger in a meat-cutting machine, and after a little hopping around, he submitted a claim to his insurance company. The company, **suspecting negligence**, sent out one of his men to have a look for himself. He tried out the machine and lost a finger. The chef’s claim was approved.

A man who shoveled snow for an hour to clear a space for his car during **a blizzard in Chicago** returned with his vehicle to find a woman had taken the space. Naturally, he was extremely pissed...so he shot her.

From our “Stupid Crook of the Month” File: When his 38-caliber revolver failed to fire at its intended victim during a holdup, the **would-be robber** did something that can only inspire wonder. He peered down the barrel and tried the trigger again. And this time it worked.

After stopping for drinks at an illegal bar, a Zimbabwean bus driver found that the 20 mental patients he was supposed to be transporting from Harare to Bulawayo had escaped. Well, he sure didn’t want to **fess up to his incompetence** so he went to a nearby bus stop and offered everyone waiting there a free ride. He then delivered the passengers to the mental hospital and told the staff that the patients were very excitable and prone to bizarre fantasies. It took three days before the ruse was uncovered.

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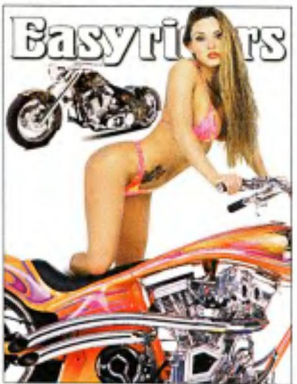
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and his 2000 FXSTB Night Train.

PLUS: The 2003 New Model Guide! All the new cruisers from A to Z.



Dave Caruso's Perewitz custom and the vivacious Jordan Vargas shot by Mark Langello. Nazi Super Beast by Paul Martinez. Special imaging by Daniel Ferguson.

The next liver-queirer issue goes on sale March 11th, 2003. Printed in the USA.

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WordMonger

and unity? Remember when it didn't matter if you rode a Harley, BSA, Enfield, or Honda? Remember when we gave each other a thumbs-up or a peace sign as we rode past each other and meant it? Remember building our own scoots from spare parts at a friend's house and paying for them with brew or smokes or just friendship?

In these days there's high technology, road rage, \$40,000 custom-built bikes and yes, women. God bless them, riding their own scoots. I feel the roots of biking have been lost. I remember in '79 when I was coming home from Laconia and picked up a screwdriver in my rear tire. A stranger whom I have never met before stopped, loaded my scooter on his trailer, and we partied all the way back to Long Island. We remained friends years later.

They say we must look to the future, but I don't know. Let's not forget our roots, bros. Remember the brotherhood, unity, friendship, traditions, and loyalty.

Peace, brother!

David Prestigiacomo
Hudson, Florida

Just a Response

In response to Warren Moeggenberg's "Just A Suggestion" in the August '02 issue, well, Warren, here's "Just A Suggestion" - GET FUCKED! Or don't you have the money? Or could it be that you simply don't have the know-how.

What's obvious is that you're nothing but a page-turning wannabe. You make mention of "a bike with a sliver of a back seat." Then you go on to say that you "can't imagine going more than a couple of miles on the back. My achin' ass!" It's clear that you're in the habit of riding bitch. I see your problem—you can't ride bitch on a solo. You have my pity.

And, Warren, "constructing a cool two-up custom" is about as tough of a task as reading your sniveling letter.

The thing is a lot of our designer/builder ol' ladies ride their own bikes. And you might find this hard to believe, but they also rack up 1,000s of miles without your candy-ass custom sport windshield or your "fucktional" backseat and sissybar. So much for your "ride around town" theory.

Then you go on to state that you would "really enjoy seeing the guys who know what they're doing playing around with this" (your idea—seat for two with a sissy bar, bags and a windshield). So out of this statement you're saying that any builder who doesn't design this style of bike doesn't know what he/she is doing. Yeah, now that would certainly make a name

for us designer/builders —your unique design. Maybe we could call 'em "The Warren Cool Two-Up Customs." I can see buyers lining up already and the trophies just stacking up. Talk about recognition!

Get real! Had you ever built a ground-up custom, you wouldn't be sniveling and wasting valuable page space with your fuckin' whining. Let us designer/builders do what we do without your whining. That's what this publication is all about—building bikes. If you don't like what's in the rag, go buy yourself Happy Honda Rider or Soft Cycles.

Just one more suggestion. Find yourself a hobby like the Internet. I'm sure there's a Whining Cream Puff Web site for people of your caliber. And if you sweet-talk 'em, they might even put a mouse pad under your soft ass.

Smokin' Joe
Pontiac, Illinois

An Unhappy Rider

In May during our Spring Bike Rally here in Myrtle Beach, South Carolina, a very unfortunate thing happened. Two people on a motorcycle were killed when an off-duty police officer ran a Yield sign and made a left turn, hitting them almost head-on.

Of course I was saddened to hear that two more of my fellow bikers had fallen. But I was really pissed off when the local law enforcement and the state law enforcement said, "no charges have been filed pending investigation." Then, at the end of September a very off-hand report was released that no charges would be filed because the bikers may have been speeding and they had been drinking.

You notice I said, "May have been speeding" which means they also may not have been speeding. Also absent from the report was the blood alcohol content of the rider. Could that be because drinking did not mean legally drunk?

I live in Myrtle Beach and some of the local motorcycle cops are friends. They aren't happy with this handling either.

I hope this letter can be printed so that it comes out in April. Maybe it will hurt Myrtle Beach in the pocketbook when the motels and restaurants will feel the loss of a lot of biker bucks.

We just had our fall rally here and neither my wife, my sons nor myself took our bikes out of the garage the entire week. Come May, if we take them out, it will be to leave town for the week.

Thomas A. Gnagey
Myrtle Beach, South Carolina

We've been keeping a close eye as well, and the dust hasn't settled on this yet.



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RUSSELL MARLOWE STRIKES AGAIN

Unplanned Perfection

Jim Efros wanted a sweet little streetbike. He got it, but his Penz-framed custom turned into a show-winner, too.

This one started on eBay. Well, not exactly, as we'll see in a minute, but that online auction site played a pivotal role in the creation of Jim Efros' stunning candy-tangerine and root beer crowd stopper. This requires some explanation.

A couple years back Jim was doing the two-wheel thing aboard a customized Titan. "A nice bike, too," he remembers. But there just wasn't any more that he could do to it, "and I had this headful of ideas for a custom." Which puts us back

in front of the computer and into that eBay auction, with Jim bidding on and buying a nearly complete monster 4-cam, one-off 131-cubic-inch brute. "That," he figured, "would be no Titan, and it'd definitely be the start for something really special and different." And he was right. That engine was the beginning of something, but in the end it turned out to be something completely unexpected.

Following that engine purchase, Jim located and bought a custom Bourget-style, big-tube/low-seat frame to carry that megamotor. He was off and running, right? Not quite. One afternoon while





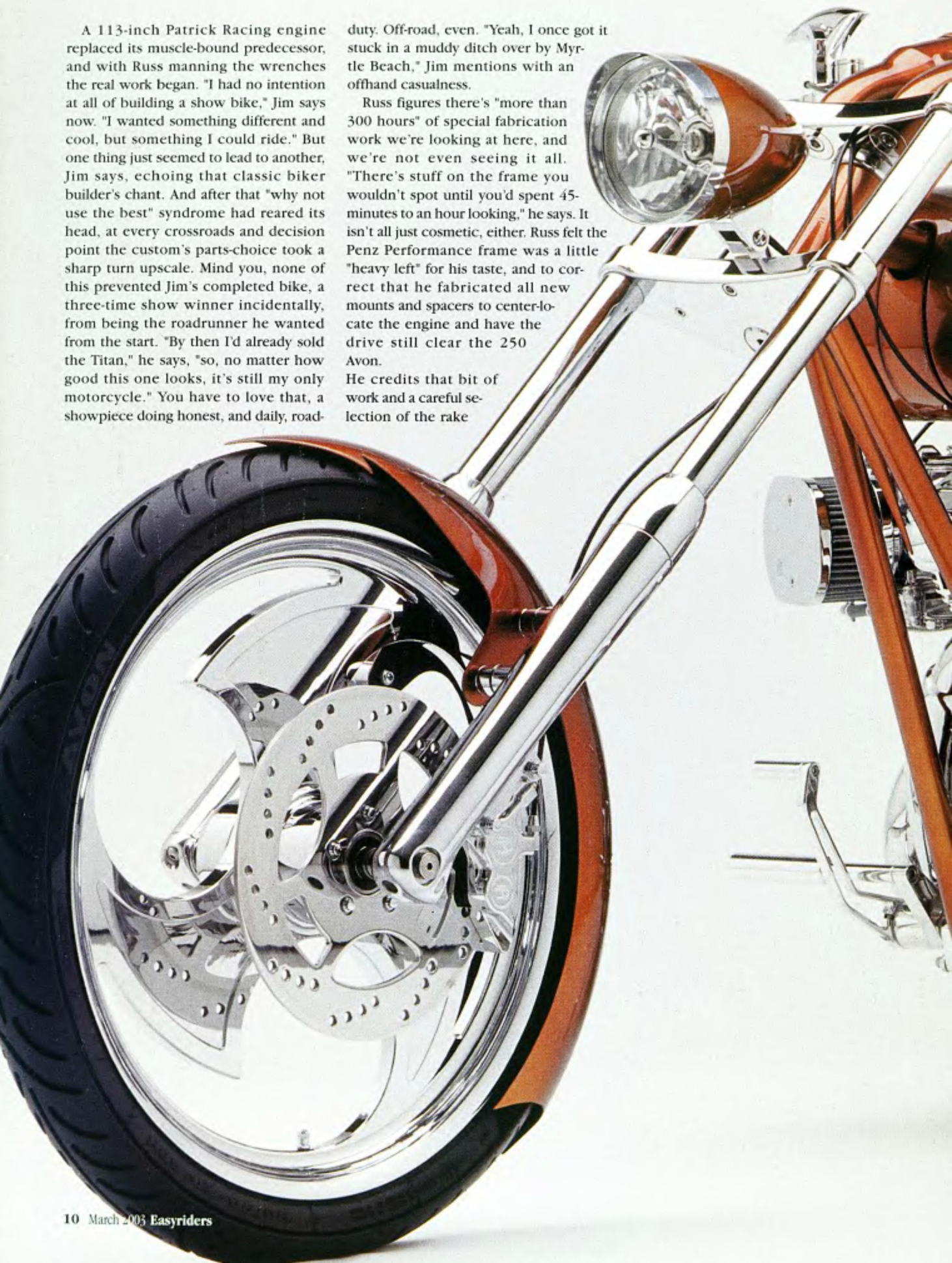
hustling the Titan through a poker run, Jim met Russell Marlowe, of Carolina Custom Cycles, in Kingstree, South Carolina. Long story, short here: Jim outlined his plan for Russ, and ended up bringing his bike makin's to Russ' shop—where it was immediately determined there was no way under the sun that engine was going to fit in that frame. At least not without major surgery to one, or the other, or both. An anesthesiologist by day, Jim wasn't squeamish about a little cutting, but nonetheless agreed that a change of frames was the more prudent course. At the time, master builder Cyril Huze was distributing the Austrian-built Kool Kat frames by Penz Performance, and Jim loved the look. One was ordered up and delivered, and, you guessed it, the big 4-cam mill didn't fit that frame either. But with its unique and ultraclean lines the frame was undeniably beautiful. Jim decided to shift gears, engines actually, and start his custom building up on the Penz.

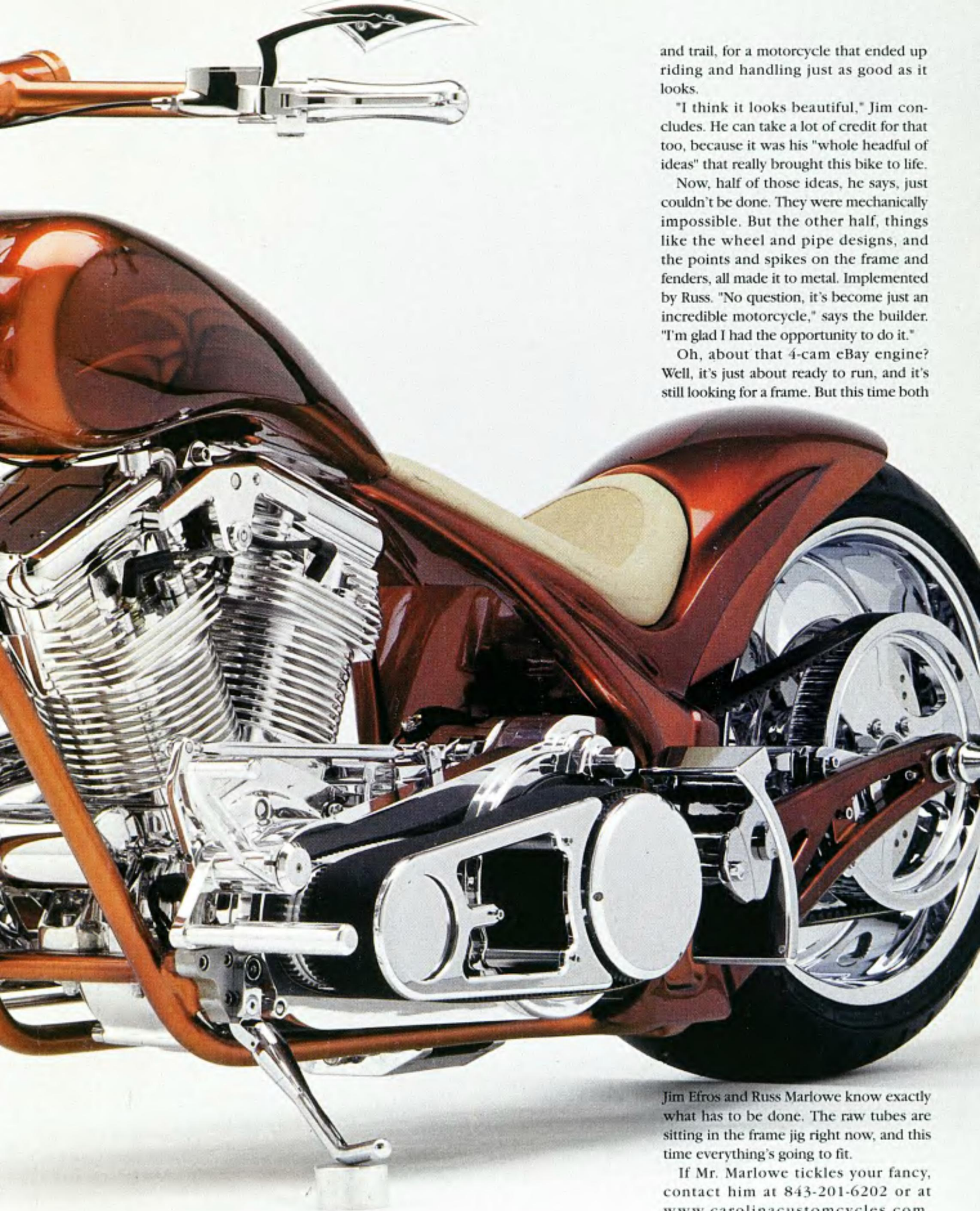
A 113-inch Patrick Racing engine replaced its muscle-bound predecessor, and with Russ manning the wrenches the real work began. "I had no intention at all of building a show bike," Jim says now. "I wanted something different and cool, but something I could ride." But one thing just seemed to lead to another, Jim says, echoing that classic biker builder's chant. And after that "why not use the best" syndrome had reared its head, at every crossroads and decision point the custom's parts-choice took a sharp turn upscale. Mind you, none of this prevented Jim's completed bike, a three-time show winner incidentally, from being the roadrunner he wanted from the start. "By then I'd already sold the Titan," he says, "so, no matter how good this one looks, it's still my only motorcycle." You have to love that, a showpiece doing honest, and daily, road-

duty. Off-road, even. "Yeah, I once got it stuck in a muddy ditch over by Myrtle Beach," Jim mentions with an offhand casualness.

Russ figures there's "more than 300 hours" of special fabrication work we're looking at here, and we're not even seeing it all. "There's stuff on the frame you wouldn't spot until you'd spent 45-minutes to an hour looking," he says. It isn't all just cosmetic, either. Russ felt the Penz Performance frame was a little "heavy left" for his taste, and to correct that he fabricated all new mounts and spacers to center-locate the engine and have the drive still clear the 250 Avon.

He credits that bit of work and a careful selection of the rake





and trail, for a motorcycle that ended up riding and handling just as good as it looks.

"I think it looks beautiful," Jim concludes. He can take a lot of credit for that too, because it was his "whole headful of ideas" that really brought this bike to life.

Now, half of those ideas, he says, just couldn't be done. They were mechanically impossible. But the other half, things like the wheel and pipe designs, and the points and spikes on the frame and fenders, all made it to metal. Implemented by Russ. "No question, it's become just an incredible motorcycle," says the builder. "I'm glad I had the opportunity to do it."

Oh, about that 4-cam eBay engine? Well, it's just about ready to run, and it's still looking for a frame. But this time both

Jim Efros and Russ Marlowe know exactly what has to be done. The raw tubes are sitting in the frame jig right now, and this time everything's going to fit.

If Mr. Marlowe tickles your fancy, contact him at 843-201-6202 or at www.carolinacustomcycles.com.

—Joe Kress



Owner: Jim Efros
City: Effingham, South Carolina

General

Fabrication: Carolina Custom Cycles

Year and make: 2001 Penz Performance

Model: Special Construction

Assembly: Carolina Custom Cycles

Time: 2 months

Chroming: Chrome Masters

Engine

Year and model: 2001 Patrick Racing

Rebuilder: Patrick Racing

Ignition: Dyna

Displacement: 113 cubic inches

Lower end: S&S/Patrick Racing

Balancing: Patrick Racing

Pistons: Patrick Racing

Cases: S&S/Patrick Racing

Heads: Patrick Racing

Cam: Patrick Racing

Lifters: JIMS

Carb(s): dual Mikuni, by Patrick Racing

Air Cleaner: K&N/Patrick Racing

Pipes: Grumpy's/Efros

Mufflers: none

Transmission

Year: 2001 RevTech 6-speed

Modifications: chrome case

Shifting: foot

Engine sprocket: RevTech

Trans sprocket: 32-tooth

Wheel sprocket: 65-tooth

Paint

Molding: Carolina Custom Cycles

Painter: Visible Changes

Color/type: tangerine/root beer,

House of Kolor

Special paint: candy

Frame

Year: 2001

Builder: Penz Performance

Type: softail-style

Rake: 45 degrees

Stretch: 5 inches

Shocks: Legend Air

Accessories

Bars: Carolina Custom Cycles

Risers: Carolina Custom Cycles

Fender(s): Carolina Custom Cycles

Headlight: Headwinds

Taillight: Paul Yaffe Originals

Front pegs: Billet 4-U

Electrics: Carolina Custom Cycles

Gas tank: Carolina Custom Cycles

Oil tank: Penz Performance

Oil system: Patrick Racing

Primary cover: Billet 4-U

Seat: Mark Hull

Mirrors: Paul Yaffe Originals

Grips: Eddie Trotta

Forks

Type: Perse Performance

Extension: 5 inches

Builder: Carolina Custom Cycles

Wheels

Type: Carolina Custom

Cycles/Efros

Size: 21 front/18 rear

Tires: Avon

Brakes: Performance Machine

Photos: Michael Lichter



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ALL LETTERS ON FILE

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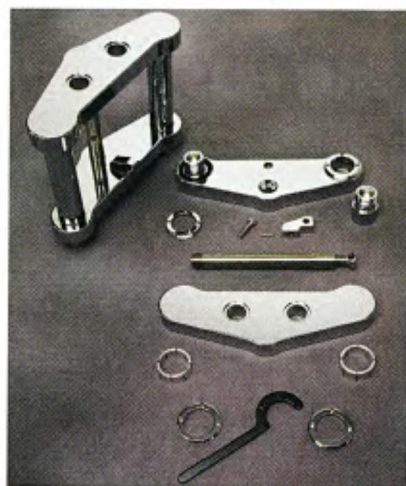
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Drag Specialties carries motorcycle covers that are made of durable, black urethane-coated polyester fabric and feature double stitched seams for added strength. You can choose from standard or chopper style. All covers feature a vent with a small, signature Drag Specialties logo on the vent flap, a heat-resistant lower panel for protection from exhaust, elasticized bottom for a snug fit and lower grommets in the cover for additional security. Standard covers also feature a plush fabric liner over the handlebar area for added protection to mirrors, fairings and windshields. Chopper covers are lined down the center for added paint protection. All covers are marked at the rear for ease of installation. An 11-x-19-inch bag for storage is included. And there's a two-year warranty.

Drag Specialties' motorcycle covers prices start at \$88.95. For more info, click on www.dragspecialties.com or contact your Drag Specialties dealer.



Hallcraft's New Fork Clamps For Wide Glide Applications

Check out this purdy setup. Hallcraft's forged aluminum, chromed fork clamps for wide glide applications. These new clamps feature a unique collet clamping system that eliminates lose fork tubes, so say the folks at Hallcraft. The fork clamps also feature a smooth design with no visible bolts or slots and are delivered complete with hidden built-in fork stop and all installation tools.

For more information call Hallcraft's at 940-668-0771. Or visit their Web site at www.hallcrafts.com.



TP Engineering's Pro-Vent Rocker Boxes

TP Engineering is busy designing and manufacturing new and innovative engine components. One of these products is the Pro-Vent rocker box set. According to TP Engineering, these revolutionary rocker boxes are precision machined from super strong billet aluminum with added wall thickness for greater strength and noise reduction. Patent pending two-chamber design provides better air/oil separation, and virtually eliminates oil carryover into the air filter. The rocker stanchions are machined integrally into the boxes for added internal strength. The Pro-Vent rocker boxes are chromed to a mirror finish and come with rocker shafts and all the hardware needed for easy installation. "You cannot buy a stronger, better looking rocker box than the TP Pro-Vent," says TP Engineering. "These are not a simple copycat version—the innovative breathing system means no more oil where it doesn't belong...." Customized logos are available for nominal artwork fee. The TP Engineering Pro-Vent rocker boxes fit Evolution, Twin Cam, Sportster and big twin engines.

Call TP Engineering 203-744-4960 for more information, or log on to the company's Web site at www.tpeng.com



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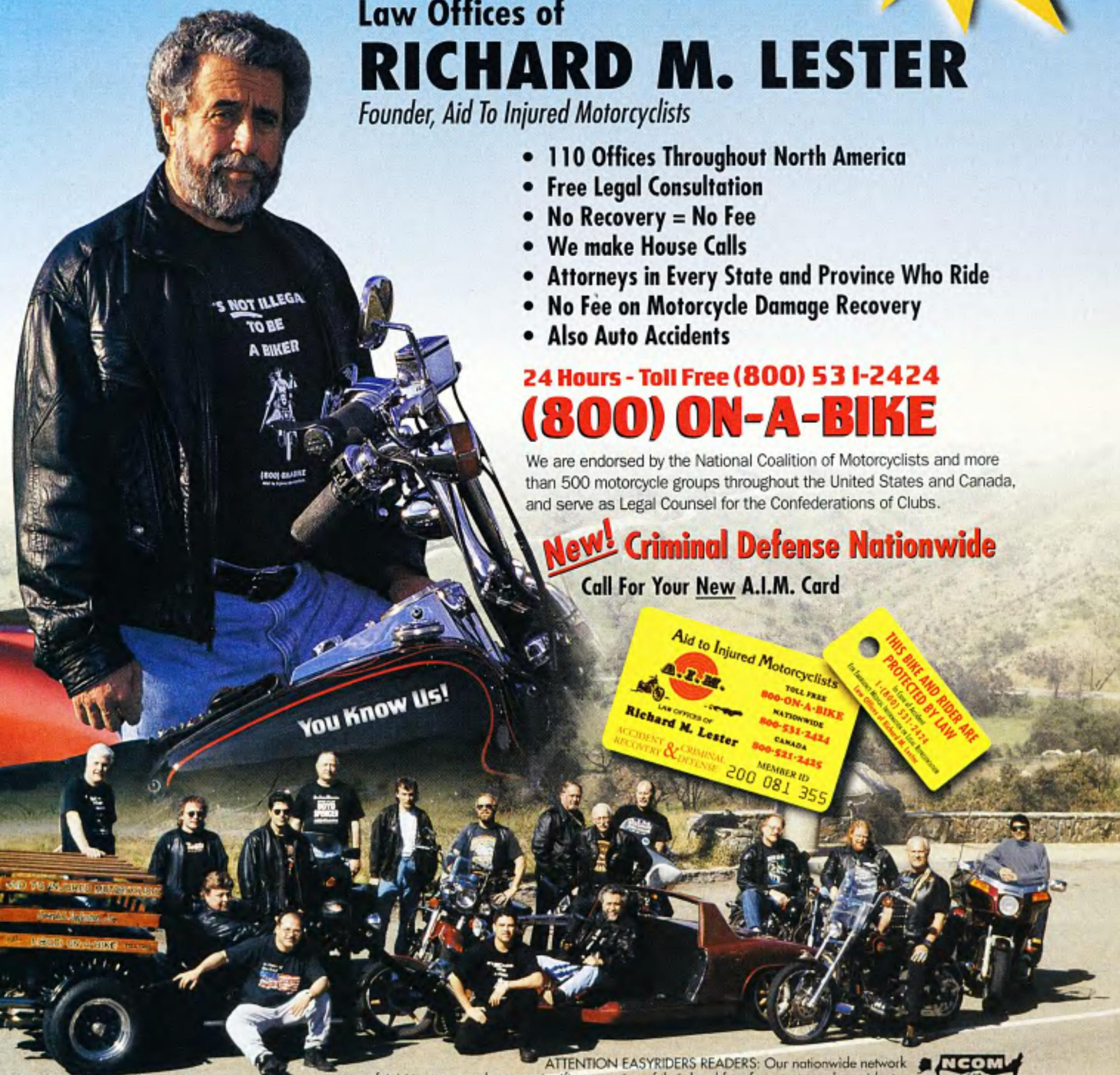
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After 30 years of restoring, repairing and building motorcycles and cars, Bill Waterston thought it was about time he had someone build him a bike. He happened to be friends with the father of one of the best custom bike builders around, so it was only natural he would turn to Matt Hotch in downtown Fullerton, California. That was in early 1999, but it would take another two years before the bike was actually finished.

Bill says he house-sat their house one day when Matt and his father were away, and he saw all the great bikes Matt built. "They were just unbelievable, and that's when I knew I'd have Matt build one for me some day." That day came after he'd retired from his auto repair shop in Orange County, California, and moved to Prescott, Arizona.

"The bike was specifically designed to be a show bike," says Andy, who takes care of Matt's office. "Bill basically wanted to have the 140-inch 4-cam motor from Patrick Racing and have Matt build the bike around it."

"Originally, we were going with a Merch motor," Bill concurs, "but then, the biggest motors they built were 120-inchers, and I wanted the biggest thing out there."

Built TO WIN

NOT TOO GOOD TO BE RIDDEN



Bill was going for a design that wasn't all chopper, but rather a fast and low bike, nothing really radical. "It's almost a chopper but not a chopper," Bill explains. "Something that handles very well."

"There were supposed to be some one-off custom wheels and other things made for the bike that people never came through on," is how Andy explains the unusual length of time it took to get this sled to its first show. "A lot of stuff got mocked up on the bike, was sent to different machine shops and never came back again. It was a little bit of a nightmare."

Luckily, Matt knows how to build a lot of his own things, and that's what he ended up doing. The gas tank, fenders, and pipes, for instance, were all built by Matt. One thing that did come through, however, was the Goldammer front end with the Perse lower legs. According to Andy, "It took us about a year to get it and another four months to get it chrome-plated, but they did a fantastic job. It's really a tightly toleranced piece, and once we checked it, we found there wasn't any room for the chrome plating, so we had to be very creative."







The stretched Daytec frame was drilled and cut by Matt so it would house all the wiring. "Everything is internal and runs through the frame," Andy points out. "You can't see a single wire or cable."

Bill says he helped with some of the frame modifications, like the internal rubber mounts for the gas tank, but he didn't want to do too much, so as not to "piss Matt off; you don't want to get in the middle of someone else's job," he laughs.

As of this writing, Bill says he's won 14 different bike shows, starting at the Easyriders Bike Show in Pomona, California, last year and including a police benefit show in New York and the Laughlin River Run in Nevada. "The only one where I didn't win anything was the L.A. Calendar Show," Bill says. He wants to win a few more shows before retiring the bike and taking it out on the road and actually riding it. "So far, I've got about a 100 miles on it," he says. "In Prescott, where I live, it gets pretty cold in the winter, but as soon as spring's here, I want to get to riding it. I've already registered it."

For more serious riding, like the Iron Butt competition, during which he rode from Jacksonville, Florida, to Ocean Beach, California, in 44 hours and two minutes, he uses his '99 Ultra Classic. "I've got 82,000 miles on that one," he adds.

—Red Baron

For more info on the awesome bikes Matt Hotch builds, visit www.botmatchcustomcycles.com.





Owner: Bill Waterston

City: Prescott, Arizona

General

Fabrication: Hot Match

Year and make: 2002 Hot Match

Model: Hot Rod

Assembly: Matt Hotch

Time: 2 years

Chroming: Orange County

Engine

Year and model: 2001 4-cam

Rebuilder: Patrick Racing

Ignition: Dyna 2000

Displacement: 140 cubic inches

Lower end: S&S

Balancing: Patrick Racing

Pistons: JE

Cases: Delkron

Heads: Patrick Racing

Cam: Patrick Racing

Lifters: JIMS

Carb(s): Typhoon

Air Cleaner: none

Pipes: Hot Match

Mufflers: can't hear you

Transmission

Year: 2001 Baker 6-speed

Modifications: chrome cases

Shifting: per foot

Engine sprocket: belt

Trans sprocket: 32-tooth

Wheel sprocket: 65-tooth

Paint

Molding: Al Martinez

Painter: Al Martinez

Color: medium Wedgewood blue

Type: wet

Special paint: Al Martinez

Frame

Year: 2001

Builder: Daytec

Type: 200

Rake: 40 degrees

Stretch: 3 inches

Modifications: a whole lot

Accessories

Bars: Hot Match

Risers: built in

Fender(s): Hot Match

Headlight: Headwinds

Taillight: Billet 4-U

Speedo: none

Dash: none

Front Pegs: Billet 4-U

Rear Pegs: none

Electrics: Hot Match

Gas tank: Hot Match

Oil tank: Daytec

Oil system: Hot Match

Primary cover: Billet 4-U

Seat: NJK Leathers

Sissybar: none

Mirrors: none

Grips: Paul Yaffe Originals

Forks

Type: Goldammer/Perse

Extension: 6 inches over

Builder: Goldammer

Modifications: 3-degree rake

Wheels

Type: Performance Machine

Size: 21-inch front/

17 rear

Tire: Metzeler

Brake: Performance Machine

Photos: Elde Stewart



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Happenings

ARKANSAS

Annual Bike Show, Swap
Meet and Tattoo
Date: Apr. 12
Place: Eureka Springs
Info: 800-741-6882

CALIFORNIA

Cycle Show & Swap Meet
Date: Feb. 23
Place: Long Beach
Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Cycle Show & Swap Meet
Date: Mar. 30
Place: Long Beach
Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Annual Pacific Coast
Dream Machines
Date: Apr. 27
Place: Half Moon Bay
Airport
Info: 650-726-2328;
www.miramarevents.com

Cycle Show
and Swap Meet
Date: Apr. 27
Place: Long Beach
Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

COLORADO

Spring Super Show & Swap
Date: Feb. 15-16
Place: Colorado Springs
Info: 719-487-8005
pro-promotions.com

Annual Colorado
Tattoo Competition
Date: Feb. 16
Place: Southern Colorado
Expo, Colorado Springs
Info: 719-487-8005
pro-promotions.com

St. Patrick's Day Party
Date: Mar. 8
Place: ABATE, Johnson
Village VFW
Info: Miles 719-395-0360

Spring Rocky Mountain
Motorcycle Show and
Swap Meet
Date: Mar. 15-16
Place: Boulder County
Fairgrounds, Longmont
Info: 970-669-5589
www.hawgwildcc.com

FLORIDA

Pre-Daytona Swap Meet
Date: Feb. 16
Place: Port Charlotte,
ABATE
Info: Bill 239-743-8337

David Allen Coe in Concert
& Blast Off to Bike Week
Date: Feb. 22
Place: Punta Gorda,
Charlotte County Airport
Info: Shari 863-494-1919

Daytona Bike Week
Date: Feb. 28-Mar. 9
Place: Daytona Beach
Info: 386-255-0981
www.officialbikeweek.com

Biker's Paradise
Date: Feb. 28-Mar. 8
Place: New Smyrna
Speedway
Info: 386-763-1302
daytonabikersparadise.com

Indian & Classic American

Iron Rally
Date: Mar. 6
Place: Daytona Beach
Info: 386-252-3800

ABATE Wheelfest
Date: Mar. 16
Place: Port Charlotte
Info: Bill 239-743-8337

Rally In Tall
Date: Apr. 10-13
Place: North Florida
Fairgrounds, Tallahassee
Info: 800-765-5456 x400
www.rallyintall.com

GEORGIA

Easyriders Bike Show
Date: Apr. 12
Place: Savannah Intl
Convention Center
Info: 800-962-9857;
www.easyriders.com

ILLINOIS

Bike Show & Swap Meet
Date: Feb. 23
Place: McCormick
Place North
Info: 309-343-6588,
800-87-ABATE

INDIANA

Indiana Motorcycle Expo
Date: Feb. 20-23
Place: Indiana State
Fairgrounds, Indianapolis
Info: 317-546-4344;
renfroproductions.com

LOUISIANA

La. State H.O.G. Rally
Date: Mar. 27-29
Place: Shreveport
Info: 866-342-7464;
www.lastatehogrally.com

ABATE Spring Fling
Date: Apr. 4-6
Place: River Parishes
Info: 800-393-5966
www.abateoflouisiana.org

MARYLAND

Frederick County Chapter
Sweetheart Dance
Date: Feb. 15
Place: Mt. Pleasant Ruritan
Info: abate-of-maryland.org

Sadie Hawkins Dance
Date: Feb. 22
Place: Carroll County
Chapter ABATE
Info: 410-876-2778

Tiny's Trek Poker Run
Date: Mar. 23
Place: St. Mary's County
Info: 301-884-0267

Annual Blessing
of the Bikes
Date: Apr. 13
Place: St. Mary's County
Chapter ABATE
Info: 301-884-0267

Anne Arundel Chapter
Easter Egg Poker Run
Date: Apr. 19
Place: Brewster's Saloon,
Glen Burnie
Info: 410-935-7187;
www.abate-of-maryland.org

MASSACHUSETTS

BikeXpo
Date: Apr. 5-6
Place: WTCenter, Boston
Info: 877 BIKEXPO
nemotorcycleexpo.com

MICHIGAN

Walneck's Motorcycle
Swap Meet & Show
Date: May 4
Place: Monroe
Info: 630-985-2097

MISSOURI

Easyriders Bike Show
Date: Mar. 29
Place: Bartle Hall,
Kansas City
Info: 800-962-9857
www.easyriders.com

MISSISSIPPI

South Mississippi
Bike Rally
Date: Apr. 4-7
Place: Hattiesburg
Info: 800-852-4866
[bikerrally.com](http://www.southmississippi
bikerrally.com)

NEW MEXICO

Annual Motorcycle Show
and Swap Meet
Date: Apr. 5-6
Place: Alamogordo
Info: 505-434-7771

NORTH CAROLINA

Cherokee Choppers Bike
Rally and Swap Meet
Date: Apr. 25-27
Place: Cherokee
Info: 828-497-2779

NORTH DAKOTA

FM Crusaders Bike Show
Date: Apr. 11-13
Place: Ramada Plaza Suites,
Crystal Ballroom
Info: 701-237-4766

OHIO

Easyriders Bike Show
Date: Feb. 14-16
Place: Ver's Memorial,
Columbus
Info: 800-962-9857
www.easyriders.com

Walneck's Motorcycle
Swap Meet & Show
Date: Mar. 23
Place: Clark City
Fairgrounds, Springfield
Info: 630-985-2097

OKLAHOMA

Sunday Mystery Poker Run
Date: Mar. 23
Place: ABATE,
Oklahoma City
Info: 405-936-RIDE (7433)

SOUTH CAROLINA

American Legion &
Sertoma Poker Run
Date: Mar. 8
Place: Charleston
Info: 843-763-4567;
843-834-6312
www.abatasc.com

Lobby Day

Date: Mar. 12
Place: Statehouse,
Columbia
Info: Dennis Welborn
803-438-8764

Paine Memorial Run
Date: Mar. 22
Place: Greenville County
ABATE
Info: 864-244-7899

Spring Diaper Run
Date: Apr. 12
Place: Greenville County
ABATE
Info: 864-244-7899

Myrtle Beach Spring
Motorcycle Rally
Date: May 9-18
Place: Myrtle Beach
Info: [www.myrtlebeach
bikeweek.com](http://www.myrtlebeach
bikeweek.com)

TEXAS

Gypsy Motorcycle Club
St. Valentine's Day
Massacre
Date: Feb. 14-16
Place: Boerne
Info: 210-822-5653;
www.massacrally.com

Leather and Lace
Biker Ball
Date: Feb. 15
Place: Holiday Inn,
Beaumont
Info: 817-917-3120;
www.budasworld.com

Annual Fiesta
Date: Mar. 7-9
Place: Gypsy MC, La Feria
Info: 956-428-6065

Mingus Rally
Date: Apr. 4-6
Place: Mingus
Info: 254-672-9188,
254-672-5955

Easyriders Bike Show
Trophies and Concert
Girls and Beer
Date: Apr. 5
Place: Fairplex/Centennial
Hall, Dallas
Info: 800-962-9857
www.easyriders.com

River City Bike Fest
Date: Apr. 12-13
Place: Camargo Park,
San Antonio
Info: 866-331-BIKE
www.rivercitybikefest.com

VIRGINIA

Cycle Expo
Date: Apr. 14-16
Place: The Show Place,
Richmond
Info: 804-741-8677;
www.excalevents.com

WASHINGTON

Annual Mississippi Charlie
Memorial Party
Date: Apr. 13
Place: Royal Bear Tavern,
Algona
Info: 206-314-3893

WISCONSIN

Annual Parts Expo and
Swap Meet
Date: Mar. 23
Place: The Arena, Madison
Info: 262-835-9509

WYOMING

Motorcycle Show
and Swap Meet
Date: Apr. 5
Place: Central Wyoming
Fairgrounds, Casper
Info: 307-259-3796
chromeontherange.com

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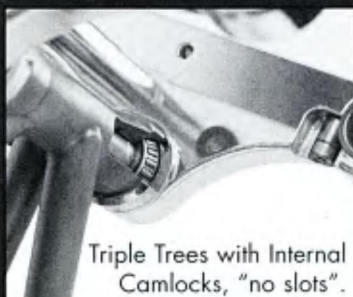
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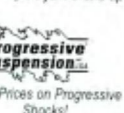
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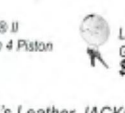
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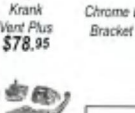
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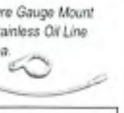
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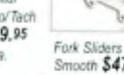
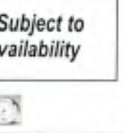
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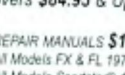
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Easynews

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Elves Buell Record

New Buell Record For Team Elves



Photo: Buell Motorcycles

There must have been some Elves at work to charm a 1650cc H-D Buell into flying over 200 mph at the Bonneville Salt Flats last October. Running in the Southern California Timing Association (SCTA) World Finals, Team Elves with owner Aaron Wilson and rider Richard Nallin became the first crew to coax a Buell over 200 mph while setting a new world record of 202.989 mph in the 16500cc MPS-PF class.

The scooter was a 1995 Buell S2 equipped with a 100-cubic-inch Harley-Davidson motor built by Cycle-Rama of Pinellas Park, Florida, and 1987 Buell RR-1000 bodywork.

"This was a newly built and untested bike," Wilson says. "I told Richard to feel the bike out carefully and don't pin it if it feels the least little bit uncomfortable because there could be issues and there were things we could adjust." But Nallin hit 188 mph using pump gas only, so Wilson said, "Well, it's time to start thinking about 200 mph." Then out came the laughing gas and in came the record. "That freakin' motor flat screamed," Wilson recalls. "Richard got off the bike and he just couldn't say enough about it."

"The salt felt just like concrete," Nallin said. "And the bike ran straight as a string."

Team Elves is a group of Buell owners who met on the Internet and is sponsored by member contributions and shirt sales all conducted via the Web (www.teamelves.com). The Elves now own four motorcycle land speed records, but there was no mention as to what the Elves might be conjuring up next.

—Nomad

Perkins Land Speed Records

SAME BIKE, NEW RECORD

We know people that have set land speed records at the Bonneville Salt Flats, but how about three different land speed records—on the same bike. Well, that's just what Brian Perkins of Richland Center, Wisconsin has gone and done.

On his first date with Bonneville in 2001, Brian established a land speed record of 180.180 mph in the Modified Frame/Pushrod Fuel class, which bested the old records by over 20 mph.

Then, in 2002, he returned to the Salt Flats to set two new records. He posted the first, 178.387 mph, in the Modified Frame/Pushrod Gas class. With a two-way average of 192.199 mph, he established the second in the

Modified Frame/Partial Streamlining/Pushrod Gas category.

Brian and his father, Bill Perkins, built the record-setting scooter around a Harley Sportster-based frame. For power, they assembled a 100-cubic-inch V-twin engine with a homemade electronic fuel injection system.

Brian is a mechanical engineer by trade, but also helps with chores at the family farm. In turn, several family members have joined Brian and wife Stephanie for their treks to Bonneville to lend a collective hand as crew members.

Brian didn't say what record he might be eyeing next, but we have a hunch that it could come this year.

—Hog Dawg



Photo: courtesy Brian Perkins

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EasyNews

Coast to Coast

Biker News

BIKER WINS VOTING RIGHTS FOR PRISONERS:

The Supreme Court of Canada has ruled that prisoners have the right to vote in elections. The challenge to the law was launched by Richard Sauve, a one-time motorcycle club member from Ontario who was sentenced to life in prison for murder.

He has since won parole, earned a university degree and has continued to campaign for voting rights for those who remain in prison.

By a 5-4 margin, the high court concluded that the federal government had failed to demonstrate any overriding social objective that could justify such an infringement of the Charter of Rights.

At issue was a section of the Canada Elections Act, passed in 1993, that denied prisoners serving terms of two years or more the right to vote in federal elections.

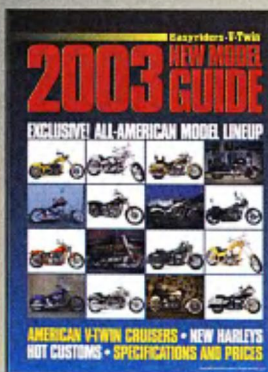
The ruling doesn't guarantee that federal prisoners will ever actually get to vote because Parliament could pass a new law before the next election—although it's not clear how much room the government has to maneuver.

POLICE HARASS CONFEDERATION MEMBERS:

Even though the Eastern Pennsylvania Confederation of Clubs has met at the VFW Post in Darby, for two years without incident or any problems with the neighbors or the police, and no breach of the peace has occurred during that time—beginning with their June COC meeting—the local police began a pattern of harassment by taking down the license tag numbers of all the bikes in the parking lot of the VFW.

Then at the August 2002 meeting, Darby police gave parking tickets for every conceivable violation while the meeting was in progress, including some parked on private property with the permission of the owner. After the meeting, they, with the help of law enforcement officers from about four other local townships and some federal agents, stopped every biker who left the meeting as soon as they started to ride away, held some for extended periods of time, and interrogated them as they were extensively photographed and unlawfully searched.

According to reports, the apparent



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architect of the police action was the Chief of Police of Darby Borough, Robert F. Smythe, who stated outside of the VFW that he did not want "bikers" in his town and would enforce the rules so that they would no longer meet in Darby Borough.

Many of the bikers were told by officers that certain club's members were not to return to Darby. This is a clear violation of First Amendment rights to assemble and of association. Two bikes were impounded for high handlebars and one pickup truck was held for a day for lack of proof of insurance.

A.I.M. Attorney Boyd Spencer filed a Civil Rights Complaint in the U.S. Eastern District Court for the District of Pennsylvania, requesting declaratory and injunctive relief to prevent further actions by the defendants (Police Chief Smythe, the Darby Borough PD, and 25 other officers), and for undisclosed monetary damages.

The suit (02-CV-7707), which will be heard by the Honorable Judge Marvin Katz, alleges unconstitutional actions by

the law enforcement officers, and further describes violations of the bikers rights protected under the First, Fourth, and 14th Amendments to the United States Constitution.

"It has become evident that Defendants, and particularly Defendant, Robert F. Smythe, have developed and continued to engage in a pattern and practice of harassment, profiling, and selective enforcement intended to interfere with Plaintiff's constitutionally protected rights to freedom of association, freedom of assembly, freedom from unreasonable searches and seizures, due process of law, and equal protection under the law," states the lawsuit.

Stay tuned for further developments.

WEIRD NEWS OF THE MONTH: The average driver emits more than 912 pints of gas (farts) inside a car during a lifetime. This strange fact was revealed by BBC *Top Gear* magazine in a list of statistics profiling the average driver.

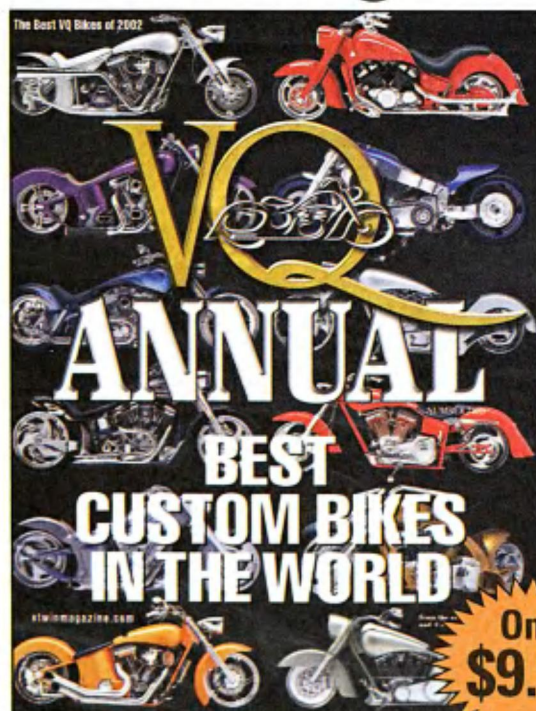
The survey also found that the average

driver will have sex in a car six times in their lives. They will spend around two hours and 14 minutes kissing in their vehicles, researchers found. Mr. or Mrs. Average will swear or blaspheme 32,025 times behind the wheel. And peckish motorists each munch through about 21 pounds of chocolate as they trundle along. They will also nod off at the wheel 11 times and jump 181 red lights. The average driver will also honk the horn 15,250 times in a lifetime and be locked out of their car nine times.

Mr. or Ms. Average driver believes their driving is better than 87% of other drivers and they pay attention to only 35% of road signs. In a lifetime of motor journeys, the average woman driver will throw two-thirds of her body weight out of the window as rubbish or other matter, while men will throw their entire body weight out. Good to know. No statistics were issued regarding motorcycle operators.

—Bill Bish
NCOM

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Sweeps Winners

Easyriders Sweepstakes Winners!

Well, we keep telling you that someone is going to win our annual Sweepstakes and that it might as well be you. You can't win if you don't enter, so check out our 2003 Sweeps ad in this issue. As for the proud winners of last year's Sweepstakes, the Grand Prize of a 2002 Indian Chief went to Jeryl (Jerry) DePaolis of Portland, Oregon. Jerry picked up his new Indian from Indian Motorcycles of Portland and is one happy camper.

Our First Prize winner was Steven Froias of Roseville, Missouri. He chose a brand, spankin'-new Harley-Davidson Road King as his prize. See, if Jerry and Steven could win, so can you! Check out the Sweepstakes ad that starts on Page 49 and enter right now!

—Phantom



Photos: Indian of Portland

Rolling Thunder

Rolling Thunder XVI Is Coming!

Just a reminder that Rolling Thunder XVI will be held on May 25, 2003, in Washington, D.C. For additional info on starting points throughout the U.S., contact Sgt. Artie Muller, c/o Rolling Thunder, National Chapter 1, P.O. Box 216, Neshanic Station, New Jersey 08853. (908) 369-5439; fax: (908) 369-2072. We hope to see you there.

—Twiggy

AMA and NHTSA Together

Ride Straight

The AMA is joining forces with the National Highway Traffic Safety Administration (NHTSA) in a national impaired-riding campaign, according to a September news release. The program is intended to educate motorcyclists about the dangers of drinking and riding.

In 2001, 41% of the fatally injured motorcycle riders were impaired, with blood alcohol content (BAC) of 0.08 or greater—the legal limit of impairment in many states. Impaired-riding issues were listed among the recommendations of the National Agenda for Motorcycle Safety, a national plan that was developed by the motorcycling community in late 2000.

"After contributing to the development of the NAMS, it's natural for the AMA to now take the lead in addressing the issue of impaired riding," said Robert Rasor, president of the AMA. "The AMA is proud to be the first national motorcycling organization to act on a recommendation of the National Agenda."

"My years in law enforcement have shown me that alcohol and motorcycles are a deadly combination," stated NHTSA Deputy Administrator Annette Sandberg. "I commend the AMA for providing national leadership to help reduce impaired riding among its membership and all motorcyclists."

The AMA's Ride Straight campaign will develop messages specifically targeting motorcyclists and will incorporate segments of NHTSA's current "Friends Don't Let Friends Ride Drunk" campaign.

The AMA will launch Ride Straight in mid-2003.

—Twiggy

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Las Vegas Harley-Davidson, 2605 S. Eastern,
Las Vegas

New Jersey

Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico

Easyriders Albuquerque, 1220 S. Renaissance Bl.,
Albuquerque

New York

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Zack's V-Twin Cycles, 593 Violet, Hyde Park

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Cape Fear H-D, 3618 Sycamore Dairy Rd.,
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Easyriders Greensboro, 106 College Rd.,
Greensboro

Ohio

Easyriders Columbus, 611 E. Broad St.,
Columbus

F&S Motorcycle Sales, 7220 Dixie Hwy., Dayton

Texas

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Awesome Harley Nights

Oh What Beer Hath Wrought!

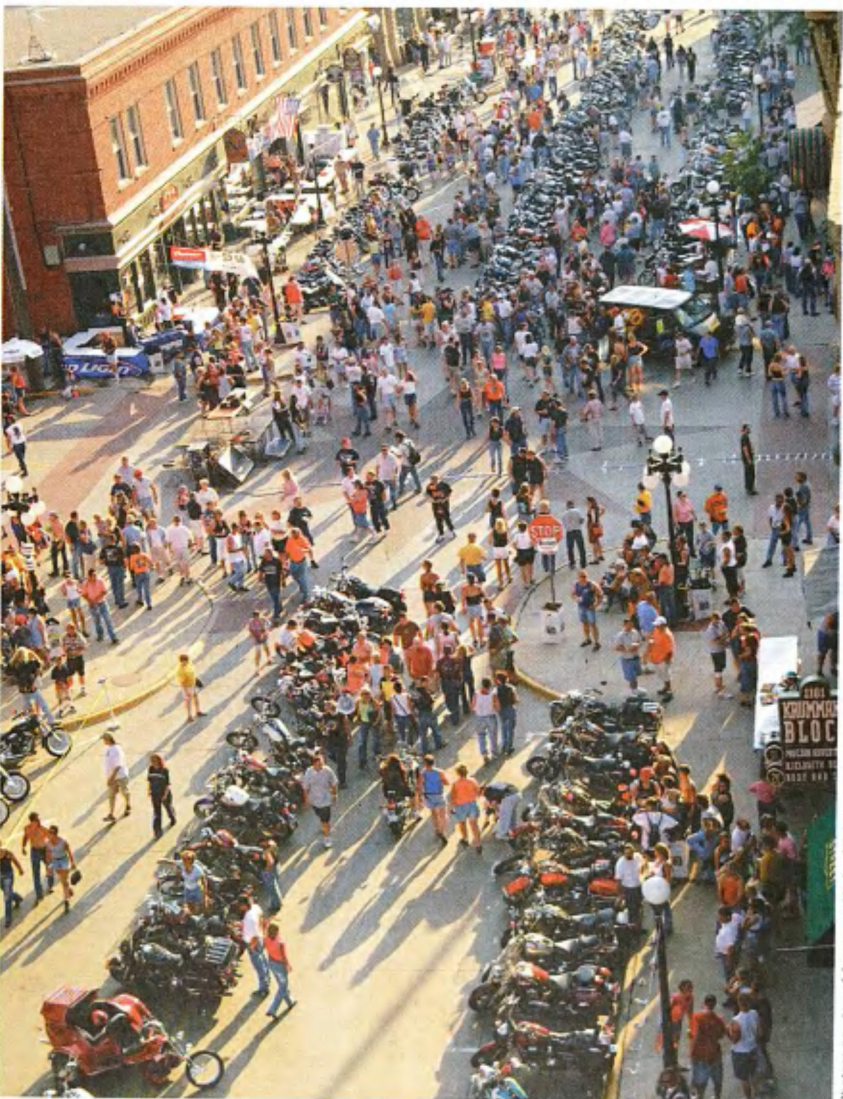


Although it's dubbed "Awesome Harley Nights" everyone's invited no matter what your choice of scooter is. In just three short years this Awesome rally to benefit the St. Florian Fire and Burn Foundation has grown into the largest biker gathering over three states.

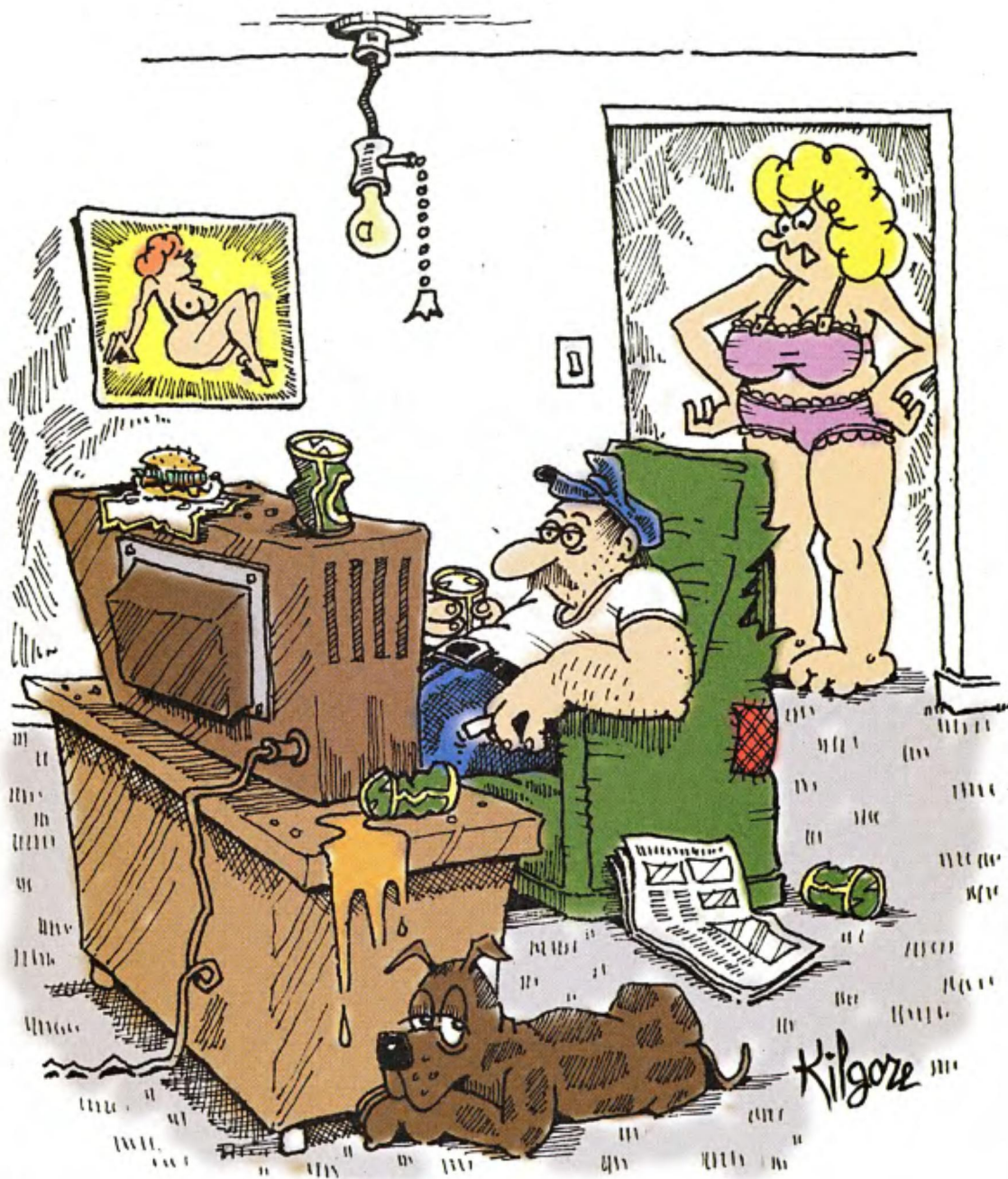
Last year the event attracted some 20,000 bikes from seven states, and more are expected for this year's rally set for the third week of June. In 2002, the party kicked off along the banks of the Missouri River with bands, beer, vendors and over 5,000 bikers. The next morning about 800 of them took off from Sioux City H-D on a poker run through the green, rolling Iowa hills. Just about the time the poker players began putting into downtown 4th street, the crowd was beginning to swell. Eventually there would be an estimated 25,000 revelers enjoying the kickass sounds of the biker band Zwart, checkin' out vendors, the tattoo contest, the bike parade and generally eyeing each other. Oh, yeah, and guzzling plenty of beer. Lucky Laurie Farrell of South Sioux City, Nebraska, took home the Sporty that was raffled off.

So far the rally has raised around \$90,000 for its adopted charity. The St. Florian Fire and Burn Foundation is a nonprofit group of dedicated Sioux City firefighters and critical-care nurses who educate youngsters on how to avoid and survive a fire. They also accompany burn survivors to the YMCA Camp Foster at Lake Okoboji, Iowa, which teaches severely burned kids with life-altering scars to realize a normal life.

For a good time check out their site: awesomeharleynights.com. —Nomad



Photos: courtesy of Awesome Harley Nights



"Git yer damned ass to bed Irv, before the Viagra wears off..."

National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			✓
Alaska	4		15	17	c	c		p	r	r-28		✓
Arizona	4	a,12	14	17	c	c			r	r-29		✓
Arkansas	6		r	r, 17	c	c			r	r		✓
California	r	a, 6, 12		17, 21	c	c		25	r	r-28		✓
Colorado		a, 12	r	17	c	c			r	r-28		✓
Connecticut	4, 9	a, 4, 12	14	17, 22	c	c			r	r-28		✓
Delaware	1, 2, 5, 9	a, 4, 12, 13	r	17	c	c			r	r		✓
Florida	32	a, 6, 12, 13	r	r, 17	c	c			r			✓
Georgia	r	a, 12, 13	14	r, 17	c	c		26	r			✓
Hawaii	1, 4	a, 12	14		c	c	24		r	r		✓
Idaho	4	a, 6		17	c	c						✓
Illinois		a, 4, 12, 13	14	r, 17	c	c			r			✓
Indiana	4, 9	a, 12	4	17, 18	c	c						✓
Iowa		a, 4, 12		17, 20	c	c			r			✓
Kansas	4	a, 12	14	21	c	c			r (left)	r-28		✓
Kentucky	3, 6, 9	a, 12	r		c	c			r	29		✓
Louisiana	4, 31	a, 12	14	17	c	c			r (left)	r		✓
Maine	7	a, 12, 13		r	c	c			r	r		✓
Maryland	r, 1	a, 4, 12, 13	14		c	c		25	r	30		✓
Massachusetts	r	a, 12	14	17	c	c		p	r	r		✓
Michigan	r	a, 4, 12	14, 16	17	c	c			r	r-28		✓
Minnesota	4, 9	a, 4, 12	r	r, 17	c	c		25	r	r-28		✓
Mississippi	r									r		✓
Missouri	r	a, 12		17						r		✓
Montana	4	a, 12		r, 17	c	c			r			✓
Nebraska	r	a, 12, 13		17	c	c						✓
Nevada	r	a, 12	14	17	c	c			r			✓
New Hampshire	4	a, 12	14	17	c	c			r	r		✓
New Jersey	r, 1	a	9a	17	c	c			r	r		✓
New Mexico	1, 4	a, 4, 12, 13	14	17	c	c			r	r-28		✓
New York	r, 1		r	r, 17	c	c		25	r	r		✓
North Carolina	r	a		r, 17	c	c			r	r		✓
North Dakota	1, 4	a, 10		17	c	c			r			✓
Ohio	3, 4	a, 4	14	17	c	c			r	r, 28		✓
Oklahoma	4		14	r, 17	c	c				r		✓
Oregon	r	a, 12		r, 17	c	c			r	r, 28		✓
Pennsylvania	r	a, 12, 13	r	17	c	c		26	19	r		✓
Rhode Island	3, 6, 8	a, 11, 12, 13	r		c	c		p	r	r		✓
South Carolina	1, 6		14	r, 17	c	c			r	r		✓
South Dakota	4	a, 12, 13	14	17	c	c			r			✓
Tennessee	r	a, 12	14	r, 17	c	c			r			✓
Texas	31	r, 4		17a	c	c			r	r		✓
Utah	4	a, 12		17	c	c			r	r		✓
Vermont	r, 1	a, 12	14	17	c	c			r	r		✓
Virginia	r	a, 12	14	17	c	c			r	r	p	✓
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		✓
West Virginia	r, 1	a, 12, 13	r	r	c	c			r	r		✓
Wisconsin	4, 9	a, 4, 12	15	r, 17	c	c			r	r, 28		✓
Wyoming	4	a		r, 17	c	c			r			✓
Wash DC	r		14	17	c	c			r	r	p	

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✓ In effect on designated rural interstate highways
 r Required by law
 a Available for all eligible applicants
 p Prohibited to use or possess
 c Required if carrying a passenger
 1 Reflectorization required
 2 Must have in possession
 3 Required for novice riders
 4 Required under age 18
 5 Required under age 19

6 Required under age 21
 7 Required under age 15 with learner's permit or for one year after obtaining license
 8 Required for passengers
 9 Required for instructional permit holders
 10 Required under age 16
 11 Required for first-time applicants
 12 May waive skills test for successful completion of rider education
 13 May waive knowledge test

for successful completion of rider education
 14 Required by law unless equipped with windscreen
 15 Required unless equipped with windscreen that is 15 inches above handlebars
 16 Required at speeds over 35 mph
 17 Modulating headlight permitted
 18 Required for vehicles manufactured after 1/1/56
 19 Required for vehicles

manufactured after 1/1/75
 20 Required for vehicles manufactured after 4/1/77
 21 Required for vehicles mfg'd during or after 1978
 22 Required for vehicles mfg'd during or after 1980
 23 Prohibits passengers under age 5
 24 Prohibits passengers under age 7
 25 Single earphone only
 26 To be used for communication purposes only

27 Required by inspection regulations
 28 Random
 29 Annual emissions, some areas
 30 Upon title transfer
 31 Optional over 18 with proof of \$10,000 of medical insurance for bodily injuries.
 32 Not required over 21 with a minimum of \$10,000 in medical insurance.

Putting It All Together!

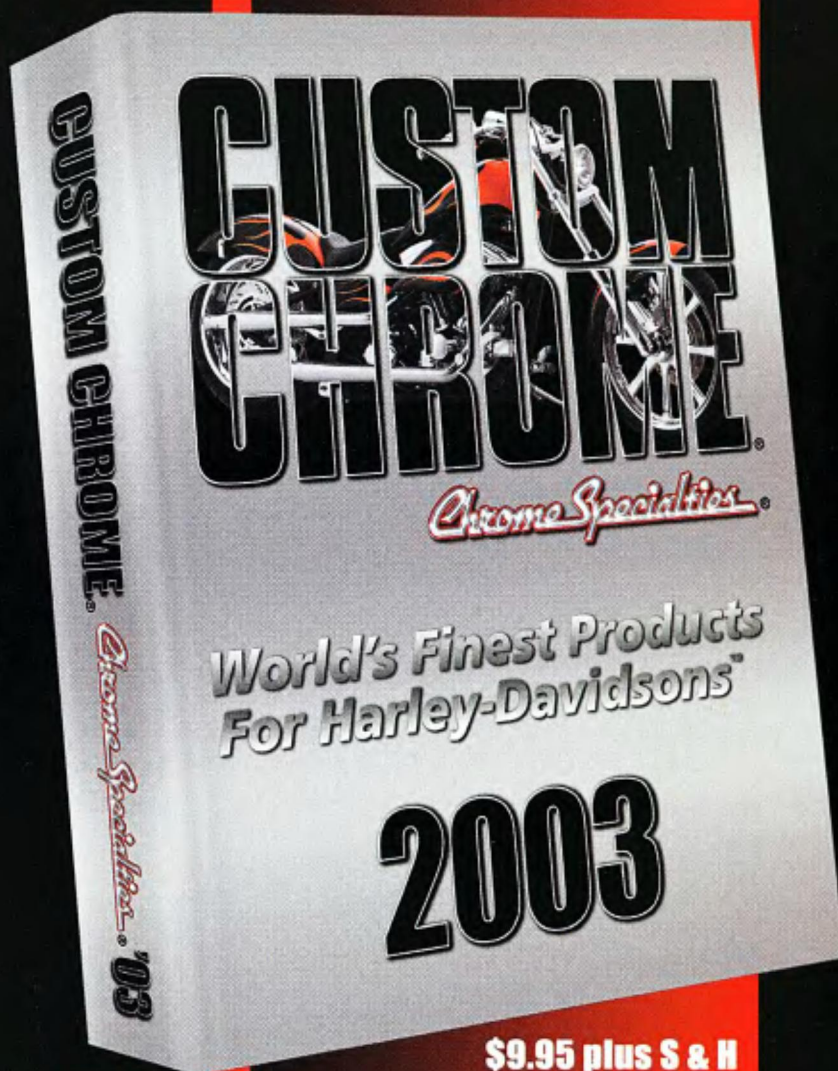
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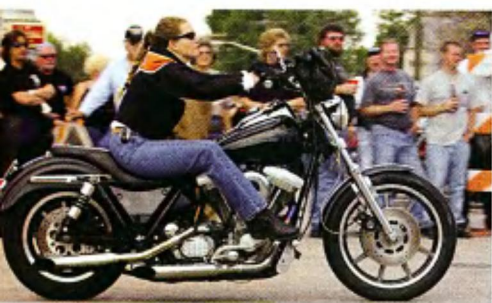
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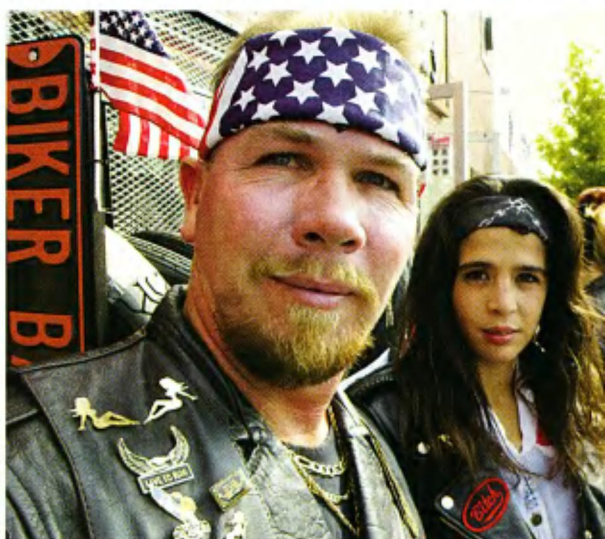
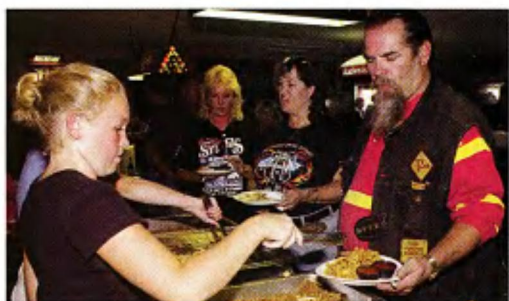
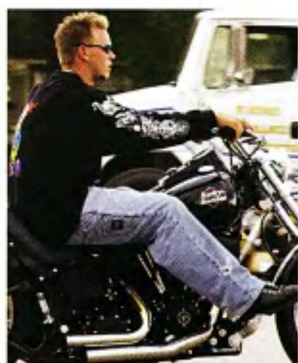
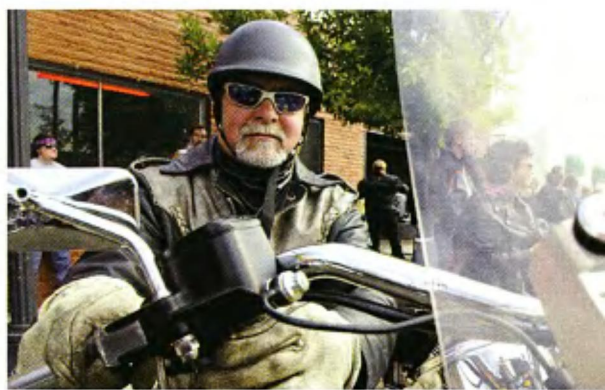
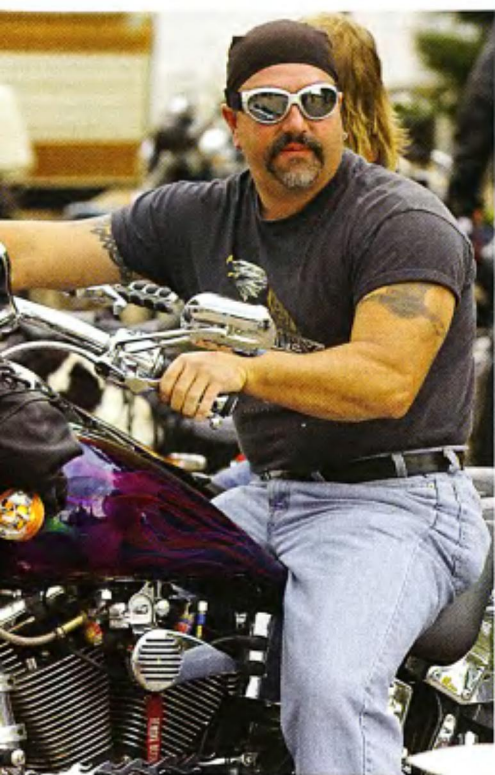


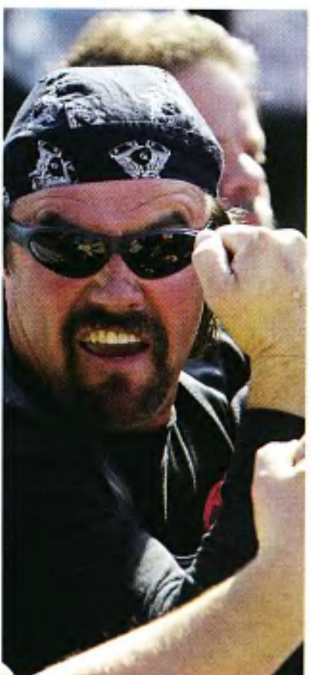
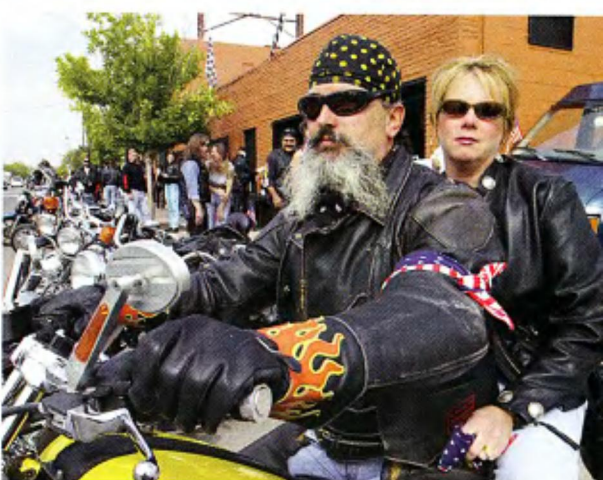
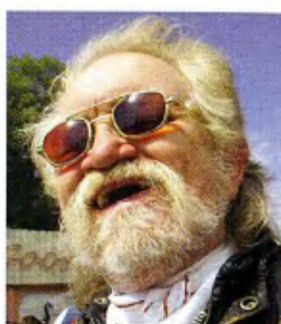
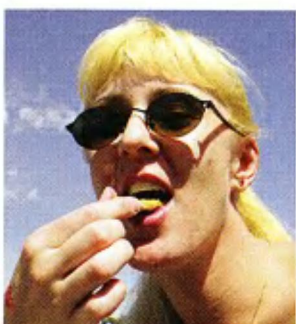
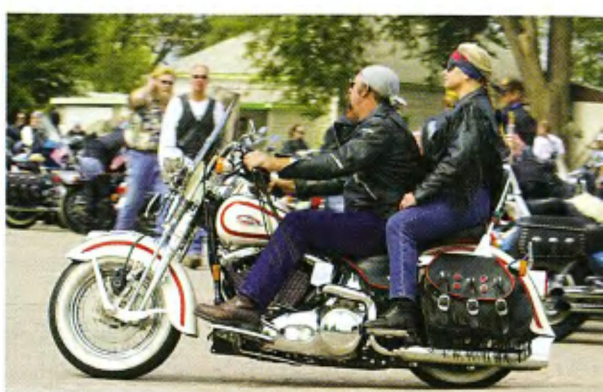
20TH ANNUAL ROCKY MOUNTAIN NUT RUN

GRAB 'EM BY THE...

We decided to take you on a different kind of bike run this month. We've all seen coverage of the big bike events like Sturgis, Laconia and Daytona, but how about a down-home bike event where you ride through gorgeous scenery, and where the end goal is to down a heaping helping of bull testicles. Wait a minute, don't run off with a disgusted look, the Rocky Mountain Nut Run (we could dress it up and call it the





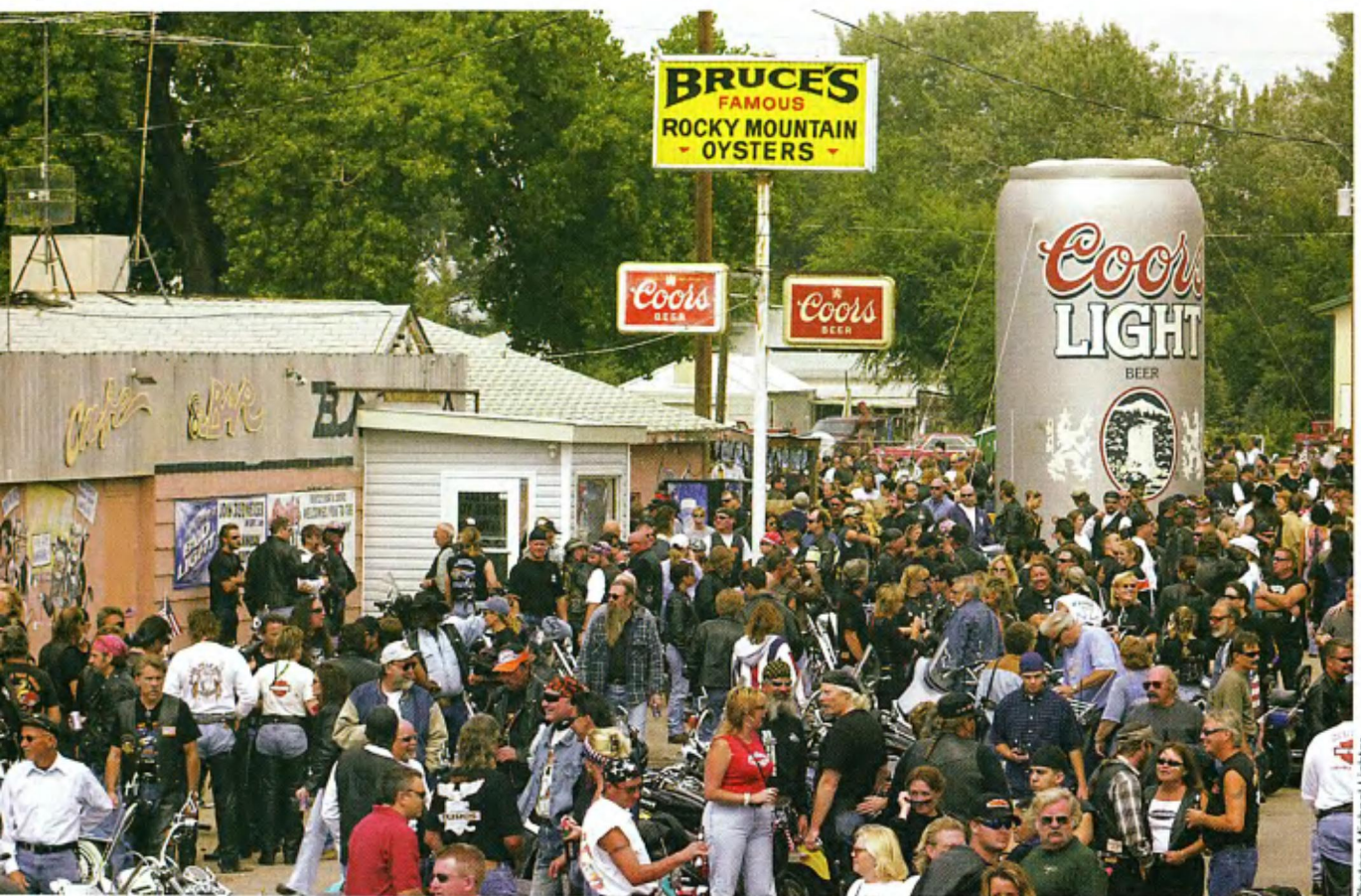




Rocky Mountain Oyster Run) is a great event and one you should check it out.

This past September 20 was the 20th anniversary of the Nut Run; it has two points of origin, Cheyenne, Wyoming, and Denver, Colorado. The sponsors are 2-Wheelers in Denver and Maverick Harley-Davidson in Cheyenne. Unlike many major bike runs, this one breaks up into many small groups of riders that take all sorts of different scenic routes from Cheyenne and Denver to get to their final destination at famous Bruce's Bar in Severence, Colorado. Severence is a sleepy little town about halfway





Photos: Michael Lichter



between the two cities (which are about 110 miles apart).

The two streets of Severence are filled with motorcycles as the town is taken over by four lanes of bike parking for the afternoon of music, bull nuts, and fun. Bruce's backyard hosts live bands and everyone hangs out somewhere around the band area, the bar, or the street. It's a good old-fashioned good time. Once you've had a beer or two (or a shot of Jack Black) to steel your courage, Bruce will bring you a big plate of bull nuts to chew on (just what you always wanted). Call 'em mountain oysters or not, we're talkin' bull nuts here. "Once you get past the concept, they go down pretty well," says our ace photographer, Michael Lichter, "but getting past the concept is the hard part." A-men brother.

Well, there must be somethin' to this little run, it's been going on for 20 years and the crowds grow a little each time. For more information on next year's wild ass Rocky Mountain Nut Run, just give Arlin Fatland at 2-Wheelers a call at 303-433-7025, or call Jack Ross, the owner of Maverick Harley-Davidson at 307-638-8307. Tell 'em you saw their run in *Easyriders* and that you're man enough to take a bull by the nuts!

—Phantom

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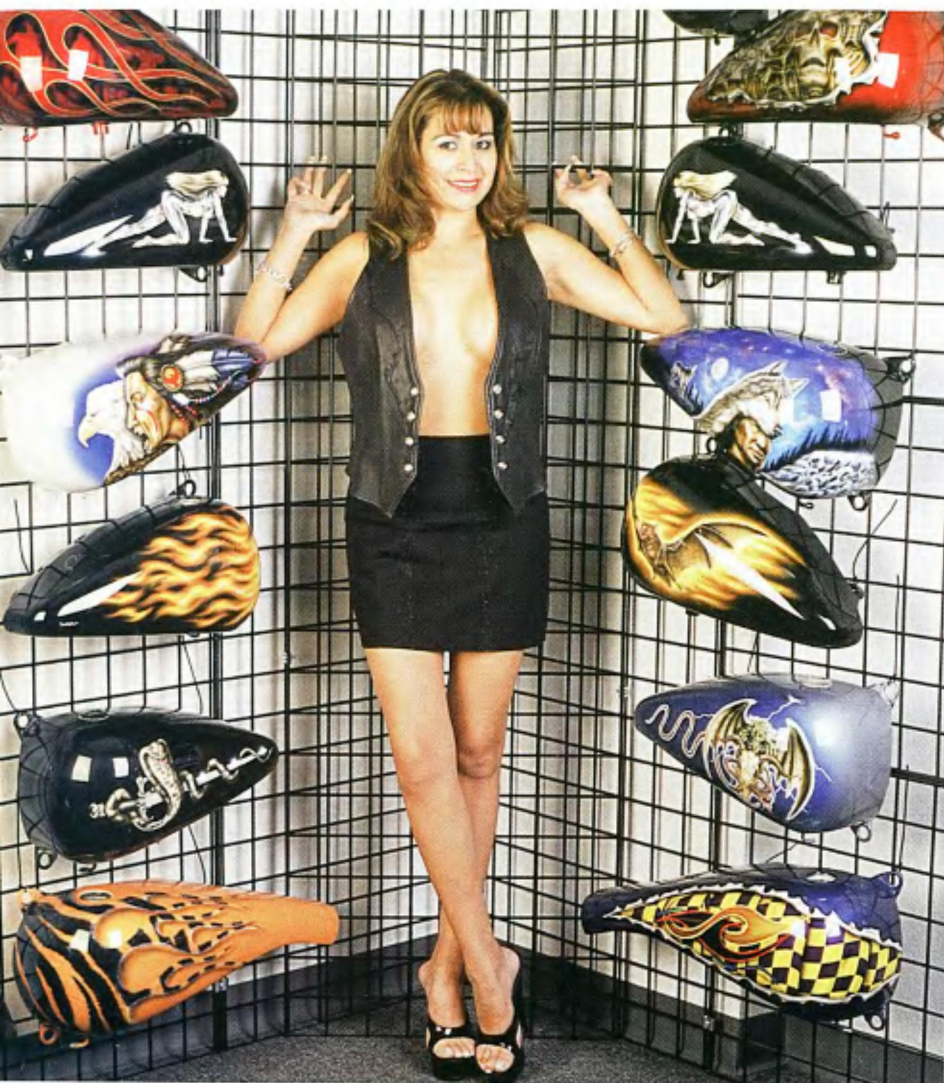
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ROCK & ROLL (CUSTOM PAINTWORKS) IS HERE TO STAY **ROCK & ROLL PAINT**

Randy Morton is living the rock 'n' roll biker's dream. He started painting cars and bicycles in his father Roy's paint shop at the tender age of nine. His first motorcycle paint job happened at age 15 when he forged the foundation that lead to his present state of entrepreneurial success. Now with 37 years of custom painting experience under his hat, he could opt to relax a bit, but would rather keep painting at his huge facility and watch his work being portrayed on the national television show *Providence*. The TV show features custom bikes designed and painted at Randy's Rock & Roll Custom Paintworks shop. In fact, you can see Randy himself in some of the outdoor biker cafe and riding scenes.





You may have seen the Rock & Roll Custom Paintworks traveling road show at bike runs like in Laughlin, Nevada; Sturgis, South Dakota; Daytona, Florida, and the many Easyriders Bike Shows. You can't miss the flame-painted trailer and killer drag bike. Sexy spokesmodels Jennifer Kate and Heather O'Reilly will happily show off Randy's lavish designs and mind-melting mural work.

Back at the paint facility in Orange, California, the Paintworks team includes Jim Glover, Kalvin, and their vivacious accountant, Candi Lewis. The Rock & Roll Custom Paintworks' showroom reminds you of a wild acid trip. You'll be able to check out amazing graphics and airbrush work to inspire your own custom dreams. You'll find flame jobs that look so real you'll expect them to burn your skin, photo-realistic animals that you'll expect to hear growl, and fantasy murals that push the envelope of "bikeroticism" way past the sticky part.

One look at Randy's work and you'll want to get some Rock & Roll Paint of your own. It's paint so flawless that even when you sell your scooter, you'll save the sheet metal. For more info call 714-779-6347 or visit www.rr-custompaintworks.com. Rock & Roll Custom Paintworks ships worldwide.

—Pete Alva

Photos: Pete Alva



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BOB DRON H-D UNVEILS Joe Petrali Tribute

If you're at all familiar with images from the early glory days of Harley in general, and American motorcycle racing in particular, the photo of 1937 land-speed record champion Joe Petrali leaning low over the tank of his streamliner knucklehead is definitely one of those ultimate Kodak moments.

Smokin' Joe Petrali was perhaps the winningest competitor to race Harley-Davidsons, cutting his teeth on dangerous board-track courses at the age of 16 back in 1920. While he began racing on Indians, followed by a stint with Excelsior, he brought glory to Milwaukee aboard Harleys, winning all 13 national calendar events including five nationals in a single day during 1935. Then, in 1937 he blasted across the hard-packed Florida sand at Daytona aboard an ohv 61-cubic-inch knucklehead built by himself and Hank Syversten clocking 136.183 mph to crack the solo record. Joe retired from racing in 1938 with a total of 48 national wins, and went on to work for Harley where he helped design several important new models including the first American-made bike with overhead valves. He also took to the air as well, no less than flying with Howard Hughes in the historic first and only flight of the famous "Spruce Goose" flying boat in 1947. In 1974, at age 70, Petrali passed into the history books.

If you're planning to pay a visit to the Motorcycle Hall of Fame Museum in Pickerington, Ohio, you'll find a life-sized bronze sculpture of Joe on his streamliner created by Jeff Decker renowned for his depictions of classic and historic motorcycles and their riders. The 500-pound statue is one of only six originals—if that many—that will be created at Jeff's Hippodrome Studio in Springville, Utah.

One of these rare editions recently found a permanent place of honor at Bob Dron Harley-Davidson located in Oakland, California, which happens to be Joe Petrali's hometown. Bob who has a keen interest in history also admits to a weakness for bronzes and was thereby suitably impressed when he first met Jeff Decker and became familiar with his meticulously crafted sculptures. Eventually a deal was struck, and after much work by Jeff, Joe Petrali and his streamliner was



Photos: Mike Chazee

unveiled at a recent special ceremony at the dealership.

"This work of art pays tribute to not only one of America's greatest motorcycle racing pioneers, but honors him as a native Bay Area Californian," says Bob. Attending the event was Joe's niece whom he had taken under his wing as a child and who shared recollections about Joe who came across as both a very tough competitor and a warm-hearted individual.

Also taking part in the unveiling was Mayor Jerry Brown and Ignacio De La Fuente, president of the Oakland City Council, a Harley rider and good customer at Bob Dron's. A number of riders showed up on their '20s- and '30s-era antique bikes while a collection of every model year knucklehead, in keeping with Joe's mount, was on display. The 12 restored bikes (one rescued from a

leper colony no less) were up for sale by a collector as a package deal for \$330K. The real celebrity was Jeff Decker's homage in bronze to Joe Petrali, every wrinkle of skin and cloth, the tangible sense of speed and the aura of courage, caught in micro-realistic yet poetic detail. So much so that one viewer got incensed that Jeff had wasted a perfectly good and very valuable knucklehead motor by stuffing it into the sculpture. He refused to believe it was actually hewn from a hunk of bronze. We call that a major compliment.

Best yet, the work of art is out there in front of the shop for all to see and may indeed help trigger a general historical revival of the area. Says Bob Dron, "We think Decker's dynamic work will add a new sense of style to the major improvements already underway along Hegenberger Road." We may see other statues cropping up, harking back to the particular history of whatever shop or store is involved. You can thank Bob Dron's commitment for making it all happen. And while most bikes leave Bob's shop pretty quickly, here's one fast motorcycle that's built to stay.

For more information about Bob Dron Harley-Davidson visit their Web site at www.bobdron.com or call Bob at 888-289-4787.

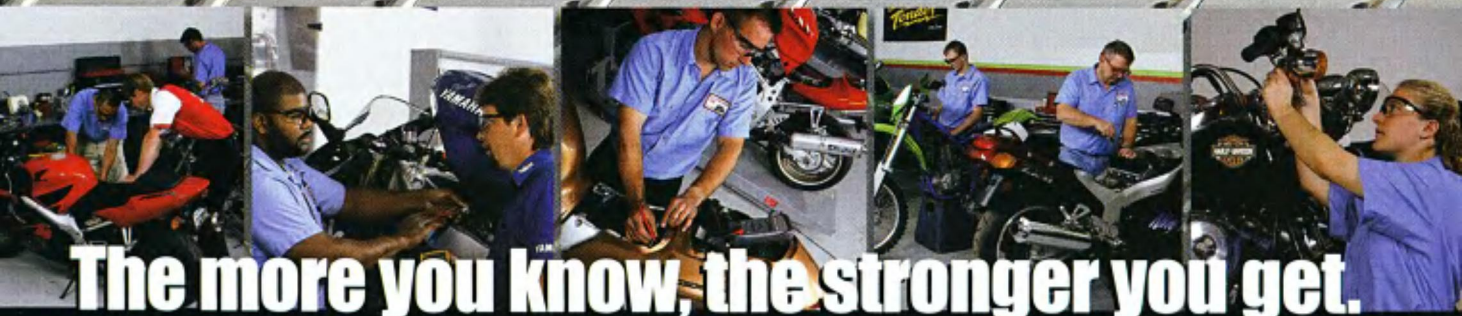
—Paul Garson

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OIL, OIL EVERYWHERE

I have a 1979 FXE Low Rider with a 98-cubic-inch S&S stroker motor that has 2,000 miles on it. It has S&S forged pistons, ported and polished heads, a Sifton 118 cam, JIMS hydraulic lifters converted to solids, and an S&S Super G carb.

My problem is an oil leak that is coming from the stator side of the engine, which just started a few miles ago. I have been told that when shovelheads sit dormant during the winter months, oil builds up in the crankcase.

I've changed the seal behind the front pulley twice. I've also taken each oil line off of the engine and blown them out with compressed air.

The bike's got a Lockhart oil cooler with thermostat and when I disconnected the line that goes from the thermostat back to the engine, a big gob of crap came out. I thought this could've been the problem, but no such luck. I also changed the oil and filter and cleaned out the hydraulic lifter screen. Someone else told me to change the spring that controls my oil pressure, but I'm reluctant to do that because the spring worked fine before.

After I take the bike for a ride, my belt will be saturated with oil. I wipe everything down to see if it continues leaking with the bike shut off and it doesn't. It only leaks while I'm riding. Someone told me that the valves may be too tight, so I readjusted them, to no avail. HELP!

Eugene Chipman
Via the Internet

First, bypass the oil cooler and the thermostat. If that does the trick, try mounting them lower on the frame. If not, read on. Having the crankcase fill with oil is a common problem with Evos and older engines. The valve H-D used to keep the oil tank from draining into the engine while it's not running was just a ball bearing. A spring holds it in place on a machined seat in the oil pump until the engine starts. Then, pressurized oil lifts the ball off the seat to allow oil into the engine.

I'd stay away from a stronger check ball spring because more oil pressure would be required to open the check valve. And, like you said, your spring was working OK before.

There are better fixes for leaky check valves than heavy springs. Start by

removing the ball with a magnet and blowing the seat area out with compressed air, in case debris is keeping the ball from seating. While you're at it, go ahead and replace the check ball and spring with new OEM-spec parts.

If that doesn't help, try seating the ball in the pump by giving it a light tap with a hammer and 3/8-inch brass punch. If that doesn't do it, try removing the pump from the engine and hand-lapping the seat with fine valve-grinding compound and a tool made by welding a check ball on a length of rod. If all else fails, you could try replacing the pump body.

Now that we've gone through all that, I'm going to tell you that I don't think check valve leakage is your problem. Excess crankcase oil exits via the vent on the cam side of the crankcase, and you said your leak was on the other side. Unless your crankcase vent has a hose that is routed to the stator side, that doesn't add up.

Your left case may have cracked around the Timken insert. Find out for sure by Gunking your engine, getting it good and dry, and spraying a semi-dry aerosol powder like Cruex (sold for jock itch) around the area you suspect the oil is coming from. Then, fire up your shovel, rev it a little, kill it, and check the powder for a telltale oil path. If you don't see anything, go for a short ride and check it again.

The point is that you want to catch the leak just when it's starting to show. The more oil that escapes, the harder it will be for you to pinpoint the source. Bear in mind that the wind plays tricks with oil. It could easily be that the oil on your belt is coming from somewhere else altogether.

If your luck is anything like mine and you wind up having to get the crankcase welded, be sure to take it to someone who's done that kind of work before. You don't want him learning how on yours.

SQUEAKY NOISES SCARE ME

This is a weird one, but my customized 1995 Softail makes an annoying squeak when I ride across rough pavement. It doesn't seem to cause any problem, but I have sunk a lot of money into this motorcycle and it's embarrassing to hear it

squeak like a rocking chair when I ride with friends. Do you have any suggestions?

Alan Wilson
Phoenix

Your luck's better than Eugene's. The squeak you hear on rough pavement is the bushings in your shock absorbers, and there's an easy fix. Just get a can of Triflow chain lube or aerosol Teflon and spray the bushings on both ends of both shocks. Work the suspension to distribute it and then give the bushings another shot. You'll want to use the red extension tube that came taped to the can to put the lube where you want it.

BELIEVING EVERYTHING I HEAR

I have a 1988 Softail Custom with a 124-cubic-inch TP engine. I haven't had it dyno'd, but I don't have any trouble out-running everything around here, at least when the clutch holds. Everyone tells me that the Bandit clutch will hold anything I can throw at it. Is that true?

Will R.
Internet

The Bandit will end your problems. If you can swing the money, you might want to upgrade your tranny with a 1990-style splined mainshaft and order your new clutch for the same year. The splined shaft is more reliable than the keyed, tapered shaft it replaced.

Last month, Tony K. sent an e-mail asking about a 6-speed transmission conversion for his 4-speed shovel. Baker Drivetrain offers two, both for 5-in-4 tranny cases. The first includes a '70-E84-style mainshaft and uses the '97-up-style clutch actuator. Kit number two is kicker compatible. It retains the 4-speed-style clutch arm and is available with the '70-E84-style mainshaft or a '90-up splined shaft. This version is 1 inch wider, though, so pipe clearance may be an issue.

For more info, call Baker Drivetrain at 877-640-2004.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to 'Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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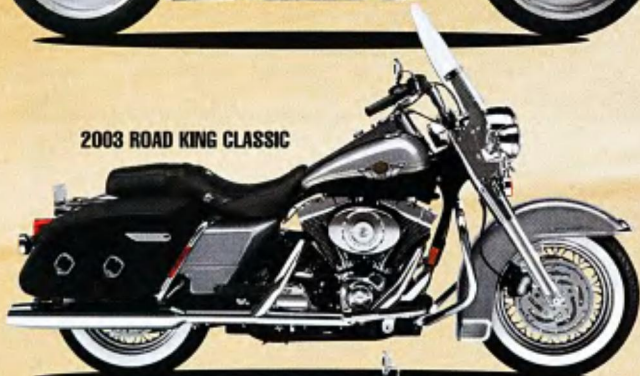
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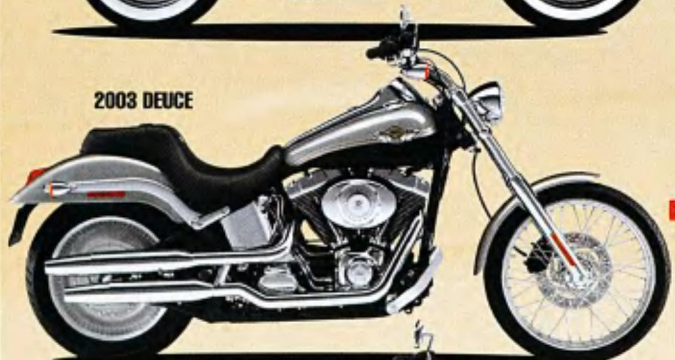


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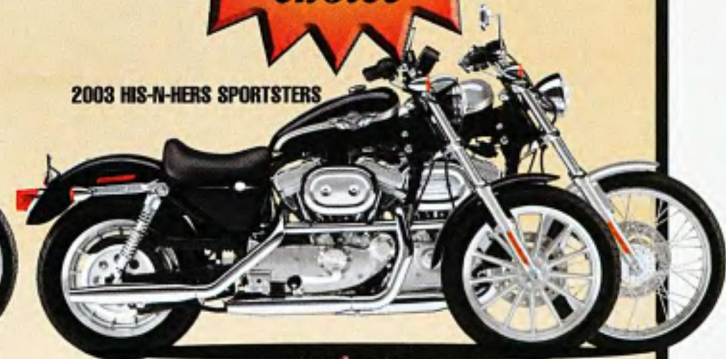


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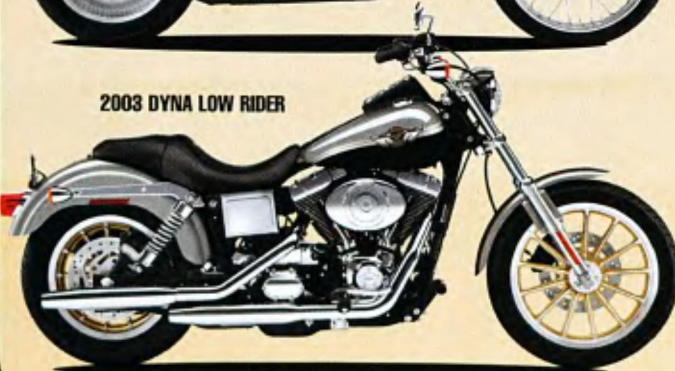
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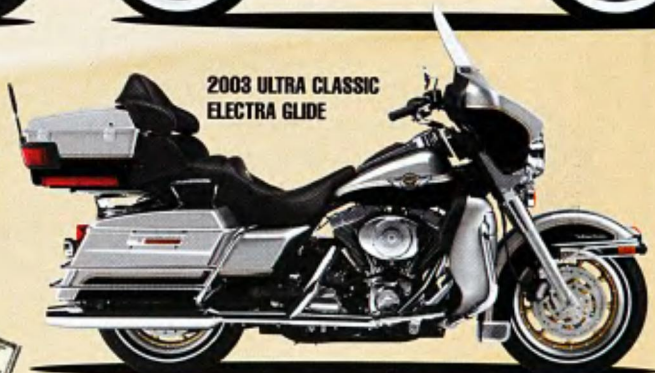
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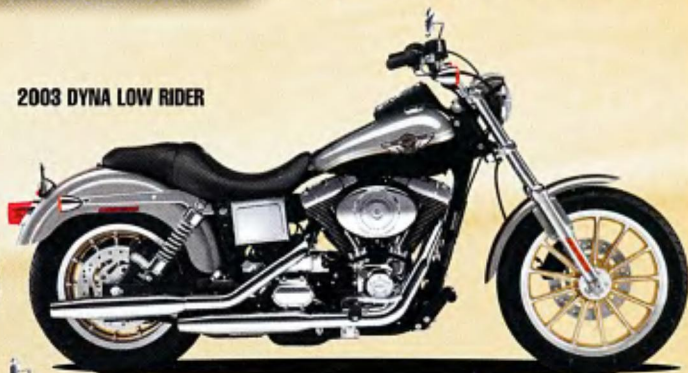
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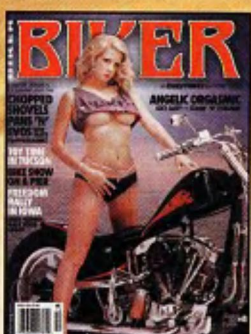
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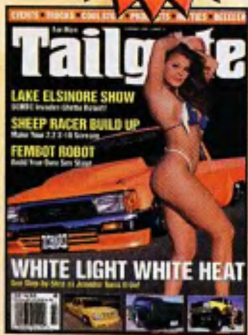
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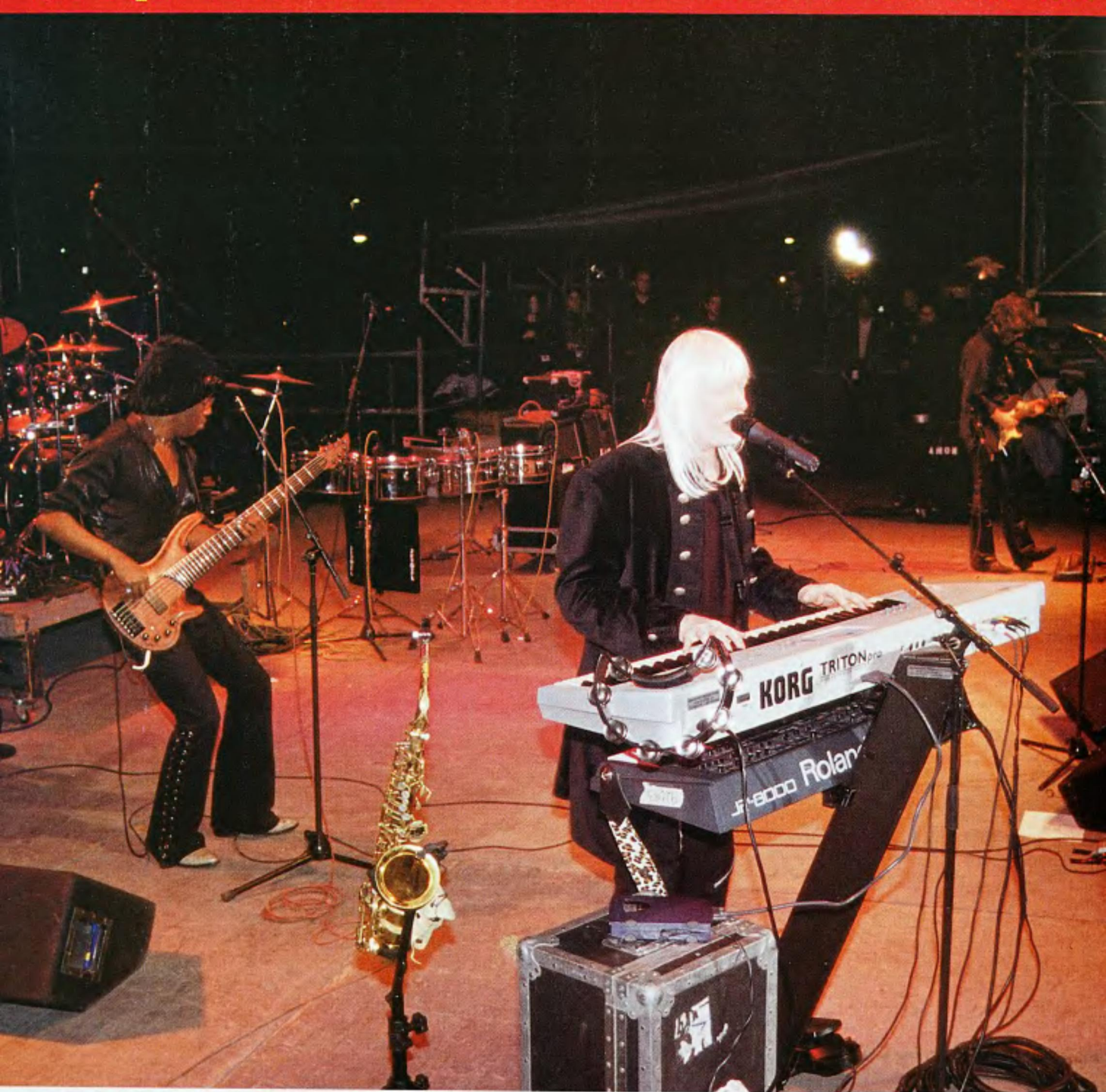
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Edgar Winter

FROM WHITE TRASH TO FIRST CLASS

If you've been around long enough, and if you've actually managed to hold on to some memory cells after partying your ass off in the '60s and '70s, then you are no doubt familiar with the work of the younger of a unique pair of brothers from Texas — Edgar Winter.



As kids growing up in the border town of Beaumont, Texas, the Winter bros, Johnny and Edgar, took to music at a very early age, strumming ukuleles to Everly Brothers tunes. But Edwina, Edgar's mom, played classical piano and there were lots of other influences from all over the musical spectrum that ended up having a profound effect on Edgar's music in the years to come, including dad's alto sax playing in a swing band. The brothers Winter were constantly forming new bands with the other

talented musicians in the area, and older brother Johnny finally landed a deal with Columbia which planted him smack dab in the middle of the scene in New York City in the magical '60s. A short time later, Edgar got the call. "I'm really indebted to Johnny," he says. "He was my first musical hero. Were it not for him, things would have happened quite differently. I can envision myself as maybe a starving jazz musician. I never had any inclination towards fame or stardom. I just love music. Johnny was more

ambitious and outgoing. I was the weird and quiet kinda guy who played all the different instruments."

And play all the instruments he did. Over the years growing up, Edgar had become proficient at the keyboards, sax and had a helluva gifted, soulful voice, making him the perfect utility guy for the band. It was Edgar who'd take to the stage for the second half of the show, as Johnny's "little brother," and it was Edgar who one night decided to give the John D. Loudermilk classic "Tobacco Road" a

try. Well, it soon became a set standard and the show-stopping performance given by Edgar soon drew the attention of one Clive Davis. A deal was discussed and after demanding creative control of his music, Edgar warned Clive that he was liable to produce a wildly unique record that was gonna be "over the top." That record, *Entrance*, was released in 1970 and from there Edgar went on to form White Trash—a band complete with a second vocalist and a horn section—but with a whole lot more "brass," shall we say, than the other bands attempting that genre at the time.

Next up was the Edgar Winter Group, the band that really put him on the map, with Chuck Ruff on drums, Dan Hartman on bass and vocals, and the legendary Ronnie Montrose on guitar. It was during this period that Edgar found his greatest commercial success with the monstrous *Frankenstein*. Having discovered an ARP2600 synthesizer in a music store, Edgar found a way to escape being trapped behind a bank of keyboards by creating the first shoulder strap for it, allowing him the freedom to stalk the



Photos: Courtesy of Edgar Winter and Markus Cull

stage as a guitar slinger would. And of course, the synth gave him new sounds to toy with. And as a self-described sci-fi nut and Trekkie, Edgar had a great time exploring the new and bizarre sounds at his fingertips.

During attempts to record it in the pre-digital era meant cutting and splicing the actual bits of tape, leaving the pieces draped over the chairs and couch in the

control room. The boys would joke about which piece to connect where and the drummer, Chuck Ruff, blurted out "...this thing is like Frankenstein..." and a classic was born.

Edgar Winter has since gone on to contribute his formidable talents to working on big screen projects such as *My Cousin Vinny* where he scored his first title track, "Way Down South." He also contributed to other films such as *Encino Man*, *Son In Law* and *What's Love Got To Do With It*.

So what's Edgar up to these days? Well, besides spending time with his loving wife of over 20 years, Monique, he's up to his old tricks stalking the stage and making music that's as far-out today as it was 30 years ago. If you'd like an earful of his classics and his latest musical efforts, check out the Easyriders Bike Show Tour in 2003 coming to a city near you—the monster is loose and "it's alive!"

—Boxcar

For more info on the 2003 Easyriders Bike Show Tour call 800-962-9857.

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R I G H T - S I D E S P E E D D E M O N

PURE PEREWITZ

The bike before you is a miracle for many reasons. The main reason it is miraculous is that this bike feature was lost shortly after the photos were taken. We first caught a glimpse of this right-side drive wonder at Daytona Bike Week and scheduled it for a shoot with photo physician Mark Langello. Months passed...and no pictures emerged. Lo and behold, many months later Mark pulled a filing cabinet away from the wall, something dropped behind it and he went around to retrieve the fallen something. What he found was our long-lost bike feature.

But the real miracle of this tangelo speed demon is that it is a magical formula created by master alchemist Dave Perewitz that perfectly solves the wide-tire dilemma so prevalent today. How do you design a 250-tire roadster without having to offset the motor and transmission?





You build a right-side drive bike, that's what. Mr. Perewitz had long been planning such a wondrous ride and began working with the absolute best in the aftermarket world to create a custom bike that features the classic Perewitz look in a right-side drive model. Dave pioneered this design having been one of the first builders to see the prototype of Burt Baker's right-side drive 6-speed tranny. Phil Day of Daytec was quickly on board to create a classy chassis for the bike, and when it came to picking an engine, Dave was partial to the bulletproof TP Engineering 121-cubic-inch megamotor. Complementing the package are matching Performance Machine wheels, rotors and even a right-side brake, and Avon rubber, including a 250 chunk of rubber on the rear end.

Dave calls this type of bike his "standard" right-side drive, but there's nothing standard about it. From the one-off tanks and oil bag by Cycle Fab's Big Ron, to the awesome "Perewitz signature" paint job by Keith Hanson, this ride is built to last, built to blast down the road, and do it while lookin' damned hot! It has quickly become the ultimate right-side drive custom package on the market today. In fact, many other builders call Dave for his expertise when they venture into the right-side drive world, because chances are, Dave has already encountered any problem they might be running into and come up with an elegant solution.

In this case, the custom right-sider is owned by Wakefield, Massachusetts, resident David Caruso. Mr. Caruso's bike has won him the honor of having it featured in the world's best custom bike rag, with no less than a succulent floozy, wrapping her massive meaty pelts around it. 'Tis an honor indeed.

Cycle Fab Creations out of Brockton, Massachusetts, is the birthplace of about 15 custom bikes and slews of custom paint jobs every year. Dave Perewitz has become the man to talk to if a right hand drive scoot is in your future. Give him a call at 508-697-3595 or visit his Web site at: www.perewitz.com.

—Dave Nichols







Bubba called his attorney and asked, "I hear they are suing the cigarette companies for causing people to get cancer, and now someone is suing the fast food goliaths for making them fat. So what I want to know is, can I sue Budweiser for all the ugly women I've slept with?"

*Kalvin Stanton
Garbage Grove, California*

A pretty young woman about to undergo surgery is lying on a gurney in the hospital's corridor awaiting the medical staff. A young man in a white coat approaches her, lifts up the sheet and visually inspects her naked body. He walks away and confers with another man in a white coat. The second man nods, then approaches the gurney, lifts the sheet and performs the same exam.

When a third man approaches her, she asks impatiently, "These exams are fine and all, but when are you going to start to operate?"

He shrugs and replies, "Your guess is as good as mine, we're just here to paint the halls."

*Van Williams
Danville, Illinois*

This dentist was having an affair with a married woman who was a frequent patient. This had been going on for almost two years now and like all good things, the dentist began to realize it was time for it to end.

"Sweetheart," he said to her as she climbed into the chair, "We've had a great time these last couple of years, but I think it's time we ended our affair because—"

"Why, honey?" she interrupted, "My husband doesn't have a clue. We could go seeing each other forever."

"But dear," replied the dentist, "think about it. You only have one tooth left!"

*JoLo
Sin City, Nevada*

With the Wonder Bra being such a success for "smaller" women, bra designers next set their sights on a design for over-endowed gals and came up with a new model. It's designed just for them and is affectionately nicknamed the "Sheep Dog Bra," 'cause it rounds them puppies up and points 'em in the right direction.

*Rod Hochstrasser
Greensburg, Pennsylvania*

The *Easyriders* question of the month: "Why isn't there any mouse-flavored cat food?"

*Paul "Big D" Brown
Funtown, USA*

Lil' Bit came home one night and found her ol' man, Rhino, stalking around the house with a fly swatter.

"Killed any yet?" she inquired.

"Yep," Rhino replied. "Two males and one female."

"Well, just how could you tell which was which?" she asked.

"Easy. Two were on a beer can and the other was on the phone."

*Joey Hayes
Palmdale, California*

One night Butcher went out drinking only to wake up the next morning to find that he had two different color rings around his pecker. Concerned about what had happened, he immediately went to the doctor to have it looked at. After checkin' it out, the doc turns to Butcher and says, "I have some good news and some bad news. The good news is the red ring is lipstick, but the bad news is the brown ring is Skoal...."

*Rocky
W. Palm Beach, Florida*

As the *Easyriders* dictionary defines ASSMOSIS: The process by which some people seem to absorb success and advancement by brown-nosing the boss rather than working hard.

*Firepie,
Via the 'Net*

Q: What do you call a Taliban that owns both a sheep and a camel?

A: A swinger.

*Richard Brown
Vacaville, California*

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: David Caruso
City: Wakefield,
.....Massachusetts

General

Fabrication:.....Perewitz/
.....Cycle Fab

Year and make:.....2002 Perewitz

Model: Special Construction

Assembly:.....Cycle Fab.

Time:.....1 year

Chroming:.....S&H

Engine

Year and make: 2002 TP
.....Engineering

Rebuilder: Cycle Fab

Ignition: Crane

Displacement: 121 cubic
.....inches

Lower end: TP Engineering

Balancing: TP Engineering

Cam: Crane

Carb: two HSR-45
.....Patrick Racing

Pipes: Grumpy's

Transmission

Year and make:.....2002 Baker
.....6-speed

Belt: BDL

Painting

Molding: Big Ron/Cycle Fab

Painter: Jay/Cycle Fab

Color: tangelo mix

Type: House of Kolor

Special paint:.....Keith Hanson

Frame

Year and make:.....2002 Daytec

Builder: Daytec/Perewitz

Type: right-side drive
.....softail-style

Rake: 38 degrees
.....Stretch 5 inches

Accessories

Bars:.....Arlen Ness

Risers: Arlen Ness

Fenders: Cycle Fab/
.....Wernimont

Headlight: Headwinds

Taillight: Perewitz

Pegs: Performance Machine

Electrics: Russ

Gas tank: Cycle Fab/Ron

Oil tank: Cycle Fab/Ron

Oil system: TP Engineering

Primary cover: BDL

Seat: Danny Gray

Mirrors: Arlen Ness

Grips: Paul Yaffe Originals

Forks

Type: 63mm inverted

Extension: none

Builder: Spyke

Wheels

Make: Performance Machine

Size: 18-inch front/rear

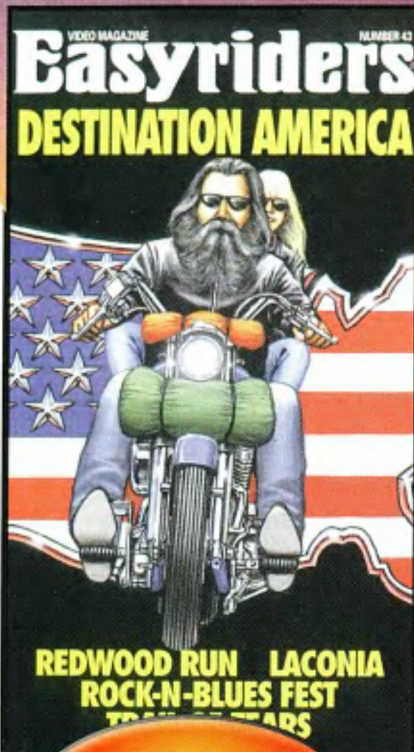
Tires: Avon/250 rear

Brakes: Performance
.....Machine

Other mods: extensive
.....metalwork

Photos:.....Mark Langello

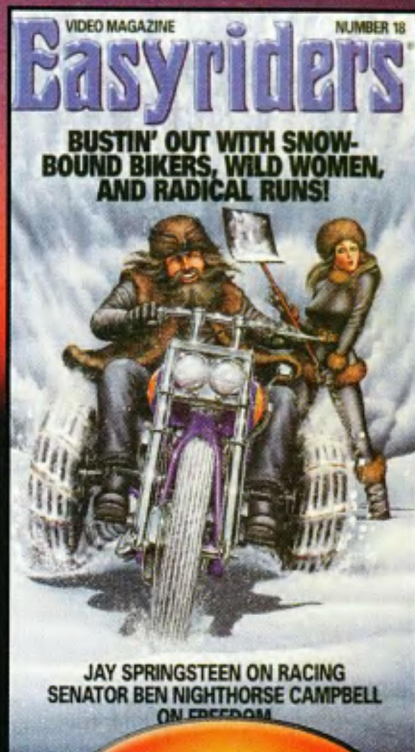




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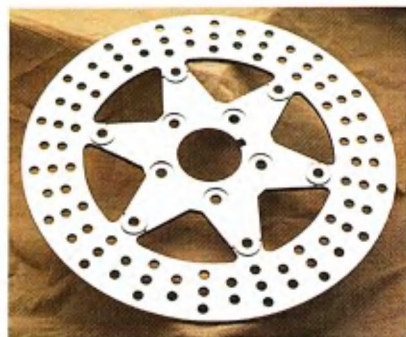
Easyriders' Guide To Brakes

There seems to be just as many manufacturers dedicated to making motorcycles fast as there are companies that pride themselves in bringing those scoots to a safe stop. That's a very good thing, and this is why we've compiled a representative selection of brake components.

Some manufacturers make direct replacements for stock brakes that provide equal or superior braking capabilities and others push the game a bit further with significant performance

upgrades. Then there are the demented speed freaks that are as impressed with 60 to 0 figures as they are with 1/4-mile times. The latter will bring you gigantic, full-floating brake rotors, differential bore and 1-piece billet aluminum multi-piston calipers so you can stop your V-twin cruiser on a dime and spit nine cents back.

There's a brake system on the market for every application and for every wallet, so happy braking!
—Lafayette



Full-Floating Rotors By Braking

Braking tells us that their full-floating brake rotors are designed to provide the maximum in braking efficiency. Superior construction and design ensure the rigid carrier remains bolted in place while the rotor floats via spring-loaded rivets to maintain constant contact with the brake pads during heat expansion under normal and extreme riding conditions. The polished stainless steel friction surface is mounted to a polished alloy carrier.

Braking full-floating rotors are available through Chrome Specialties. Call 800-597-6463 and ask for a dealer sales representative, or log on to www.chromespecialties.com for more information.



Brembo Tackles Harley-Davidson's V-Rod

Brembo, one of the leading brands in the development and manufacturing of brake systems, offers a variety of brake upgrades to fit 2002 and later V-Rods.

Being the most powerful bike in the Harley

lineup, it only makes sense that the V-Rod should be equipped with brakes equally as powerful. The brake system includes Brembo 4-piston differential-bore calipers that are available in several finishes for use with the stock 11.5-inch discs or Brembo's cross drilled, stainless steel Motorsports discs mounted "floating" style to a chromed billet aluminum carrier.

Brembo brake products are imported by QTM Inc. Call QTM Inc. for more information at 714-734-9726 e-mail qtm@home.com.



Brembo Upgrades Rear Brakes For Swingarm Applications

Brembo makes a brake upgrade to fit custom-type rear applications. Many custom rear swingarms or rigid bikes do not have a mounting lug welded onto the swing arm. To make Brembo brakes work in this situation, QTM Inc. has developed a custom-type rear bracket that uses a linkage and tie-rod system to mount the caliper. This also allows the freedom to mount the caliper anywhere on the disc, even upside down.

The brake system includes Brembo 4-piston differential-bore calipers and is available for use with stock-type 11.5-inch discs or Brembo's 11.8-inch, cross-drilled, stainless steel Motorsports discs mounted "floating" style to a chromed billet aluminum carrier.

QTM Inc. also stocks a complete line of brake upgrades for Harley-Davidson bikes from 1984-2002. For more information, contact QTM Inc. 714-734-9726, e-mail qtm@home.com.



Carriage Works Rotors

Carriage Works makes many brake rotor designs that match the manufacturer's point, derby covers, and pulleys. Carriage Works' brake rotors are manufactured from 400-series stainless steel and are heat-treated and precision ground to ensure they are true. We're told the 400-series stainless steel material features heat dissipation properties for superior performance in either wet or dry conditions. Furthermore, the stainless steel discs are compatible with all brake pad materials.

Carriage Works products are distributed by Chrome Specialties. Call 800-597-6463 and ask for a dealer sales representative, or log on to www.chromespecialties.com for more information.

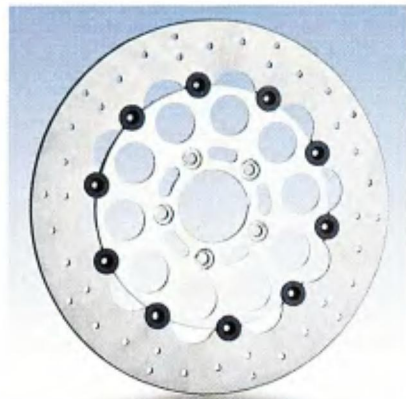


A Sprocket/Rotor Combination For Softails And Rigid

Eurocomponents now has a sprocket rotor kit to fit all Softail and rigid frame applications. The kit includes a 48-tooth sprocket that also works as a brake rotor, a 2-piston brake caliper with brake pads, a caliper bracket and all the

necessary hardware to complete the work. This setup allows the rear brake to be mounted on the left side of the wheel, to leave the right side completely clean—a must for choppers. Caliper and bracket are polished and machined out of billet aluminum.

Contact Eurocomponents Inc. at 386-274-5729 for more information, or log on to www.eurocomponentsusa.com.



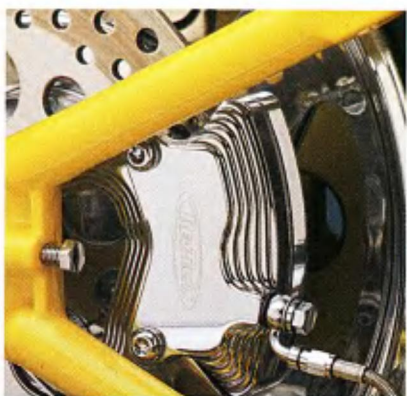
FD Stands For Ferocious Deceleration

Custom Chrome now distributes FD brakes for cruiser applications. It starts with these solid billet, 4-piston brake calipers. They use a design from the same Italian manufacturer that builds brakes for Kawasaki Racing in Europe. The FD calipers feature trick notions like "piggyback," axial bleeder/banjos. We're told this design provides the strongest, least flexible caliper body possible and the leak-proof convenience of a single outlet for attaching both brake line and bleed screw. The CNC-machined billet FD calipers, with sintered metallic pads, are polished to a high luster, then clear anodized so you can have both looks and efficiency when it's time to call a quick halt to fast fun. FD brakes fit all Harley-Davidson models from 1984 to present, with front and back applications. The 2000 and later applications even have purpose-built bodies and bolt on directly, so no adapters are needed.

According to the manufacturer, FD's hand-machined, polished stainless steel carriers are

more durable than their aluminum counterparts. Maximum performance rotors are then hand-fitted to the carrier so there is no radial run-out. They are sold individually, in your choice of full floating for \$329.99 or fixed mount 11 1/2-inch discs for \$133.99.

Call 800-359-5700 to talk to your Custom Chrome dealer sales representative



Revtech Brake Calipers

RevTech brakes are available to fit most Harley models from dressers to full-blown rigid customs. They are made in the USA exclusively for Custom Chrome, and are now TÜV approved for use on motorcycles in Europe. Each dual-action, 4-piston caliper is CNC-machined from billet 6061 T-6 aluminum, with four 1 1/4-inch stainless steel pistons that provide superior stopping power, according to the distributor. Calipers are fitted with the latest in high-friction brake pads and each application was designed for a perfect fit. Every kit includes everything you need for mounting, including C.C. Rider DOT 5 brake fluid.

Kits are available with show-quality, chrome-plated calipers and brackets with the distinctive RevTech logo on the caliper, or polished calipers and brackets without the caliper logo.

Note: RevTech calipers will now work with OEM floating rotors.

Call 800-359-5700 to talk to your Custom Chrome dealer sales representative.



RST Bolt-On Calipers

Distributed in the USA by Custom Chrome, RST brakes have been designed to perform at their best, even in the most extreme braking

conditions, according to the manufacturer. The bolt-on, 4- and 6-piston calipers mount directly to the stock fork slider tubes without the use of additional brackets on all models from 1984 through 1999, (except with custom front forks and rear applications). They are suitable for 11.5-inch to 13-inch (13-inch with adapter brackets only) discs. They come in 0.200-inch to 0.225-inch thickness and are available with clear-anodized or polished finishes.

Call 800-359-5700 to talk to your Custom Chrome dealer sales representative.



Good Looks And Full-Floating Technology

GMA now has 6-piston caliper kits with matching rotors. The caliper is chrome plated and is smaller in design, yet still powerful, according to the manufacturer. The 6-piston caliper features differential bore with 33% more pad surface. The kit comes with a 12 5/8-inch narrow band, ductile iron, floating rotor with aluminum center. All parts fit in stock location and use stock brake lines.

Call GMA at 402-330-5105 for more info.



Reliable 4-Piston Calipers From GMA

GMA's 4-piston calipers are manufactured from 6061 T6 aluminum and reflect that sought after, smooth, sleek look. They feature a conventional single-pad design that creates more pad surface, according to the manufacturer. They are available in both front and rear applications as well as the inside/out brake pulley combo.

Call GMA at 402-330-5105 for more info.



GMA's Bolt-On Brake And Pulley Combo

This innovative design by GMA combines looks with function. The brake caliper and the rotor are mounted inside the rear sprocket. The kit is designed to bolt right on—no welding is necessary to mount the self-contained unit. The kit features a 70-tooth belt pulley, a ductile iron, floating rotor and a billet caliper.

Call GMA at 402-330-5105 for more info.



Lyndall Rotors And Brake Pads

Sold exclusively by Rivera Engineering, the LRB "Onyx" brake pads are priced with the "economy" pads of their competitors, yet perform like premium pads, we're told. The manufacturer goes on to say that the LRB proprietary carbon-metallic friction material assures long life and efficient stopping power. In-house quality control ensures that every pad is up to spec both

physically and chemically. The LRB brake pads are designed for installation with rotors that are not new, as well as everyday street bike applications.

Rivera also distributes Lyndall's stainless steel brake rotor. Made of 420 stainless steel, these rotors are heat-treated and feature a highly polished finish. They are mounted on a chromed steel carrier and use special buttons that make for a quiet operation.

Call Rivera Engineering at 562-907-2600 for more information.



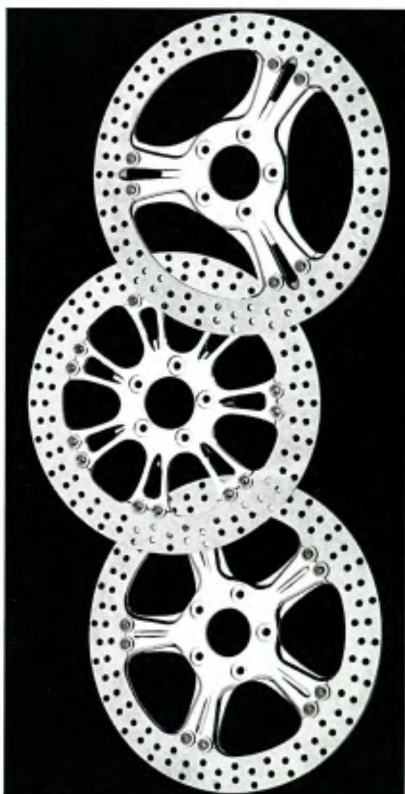
HHI Front And Rear Caliper Kits Put The Squeeze On Your Brakes

MID-USA now carries the 4-piston rear brake caliper kits from manufacturer HHI. HHI 4-piston caliper kits are available for big twin, Sportster, and for some custom big twins and Softail

applications. These calipers are compatible with all original equipment master cylinders. The caliper and mount are CNC-machined from billet aluminum to eliminate flex and feature stainless steel pistons for maximum strength and long life. All kits mount solid, eliminating annoying rattles. They also include an anti-rattle springs to keep brake pads quiet.

Each kit includes a brake banjo bolt with sealing washers and button head mounting bolts with alignment shims. They include Kevlar brake pads that are compatible with most brake disc material. When it comes time for service, simply remove the one bolt for brake pad replacement. You'll also find dual bleeder screws for easy fluid installation.

Call MID-USA at 800-527-0501 and talk to your dealer sales representative for more information.



Performance Machine Image Series Discs

You wouldn't want to hide your new PM wheel behind a stock disc, would you? The folks at Performance Machine didn't think you would. To avoid this potential tragedy, they have created the Image Series disc. These discs are the exact image of the wheel design behind them and blend perfectly. The machined aluminum carriers are mated to a high-grade stainless steel band for optimal braking and corrosion resistance. They're available in 11.5-inch or 13-inch full-floater with polished, chrome or black anodized carriers.

Call Performance Machine at 714-523-3000 for more information, or visit them on the Web at www.performancemachine.com.



Integrated Rear Calipers From Performance Machine

The Performance Machine people pride themselves in designing and manufacturing parts that go faster, stop better and look good doing it. With that in mind, they have created a new rear brake for Softails. The race-proven caliper features four differential bore pistons that are wrapped in a forged aluminum integrated caliper/bracket to create a powerful and consistent braking setup. New bleeder position also makes brake bleeding a snap, according to Performance Machine. The new integrated rear caliper sets are available for 1987 to 2001 Softails, in polished, chrome or black anodized. Call Performance Machine at 714-523-3000 for more information, or visit them on the Web at www.performancemachine.com.



Kevlar Brake Pads By EBC

Made in the United Kingdom by EBC, these pads feature the Aramid fiber organic compound that uses DuPont Kevlar fiber in their construction. The manufacturer tells us that the EBC Kevlar brake pads have good brake response stopping power. Particular benefits of the EBC Kevlar mix are its low-dust properties and the ability to reduce brake noise and rotor abrasion. The low-abrasion factor is important to preserve polished rotors, making EBC pads an ideal choice for this application.

EBC brake pads are available through Chrome Specialties. Call 800-597-6463 and ask for a dealer sales representative, or log on to www.chromespecialties.com for more info.



Pro-One Brakes Combine Style And Function

Manufactured by and available from Pro-One, these billet calipers and Generation 2 rotors combine super sanitary looks with the ultimate in braking performance, the company says. Precision machined from 6061 T6 billet aluminum and featuring a chrome finish, Pro-One calipers are available in both 4- and 6-piston configurations. Each caliper is specifically designed for left front and right rear Softail applications. Front calipers bolt directly to factory or Pro-One custom lower legs while rear installations on '86-up Softails is facilitated with the use of Pro-One's chrome-plated rear caliper hanger. Complementing their line of exotic billet wheel designs Pro-One's new Generation 2 rotors feature centers CNC-machined from solid billet aluminum to match any of the company's 18-wheel styles. Centers are finished in a show-quality chrome and fit to an 11-inch polished, stainless steel rotor surface. Rotors work with stock or Pro-One calipers. The 6-piston caliper retails for \$499.95 while the 4-piston version sells for \$419.95. Rear caliper mounting brackets are available for \$139.95 and Generation 2 rotors retail for \$329.95. Contact Pro-One direct at 800-884-4173 or catch them on the Web at www.pro-one.com.



Billet Concepts Calipers

Billet Concepts produces front and rear brake calipers for those who are looking for a seamless look and components that will not visually overpower their custom bike.

Milled out of 6061 T-6 aluminum, polished

and chrome plated, the calipers come with matching mounting brackets and polished stainless steel countersunk hardware.

There are no milled designs or logos to detract from the clean lines of these high-performance, 4-piston calipers that will blend in with the overall look you have worked so hard to achieve.

Billet Concepts products are distributed by Chrome Specialties. Call 800-597-6463 and ask for a dealer sales representative, or log on to www.chromespecialties.com for more information.



Russel True-Floating Brake Rotors And Polished Rotors

These superior quality brake rotors are "made of the finest materials," according to the manufacturer, and feature 420 stainless steel construction with a chrome-plated carrier. Each rotor is assembled with spring-loaded retainers to ensure rattle-free operation. Full-floating rotors self align to provide maximum contact area and cooler running temperatures.

Russel also offers their Pro Polish line of 1-piece rotors, featuring a mirror-like finish.

Russel rotors are available through Chrome Specialties. Call 800-597-6463 and ask for a dealer sales representative, or log on to www.chromespecialties.com.



Riding sidesaddle?

—B&C Nealon, Arkville, N.Y.



His and hers Harley honeymoon in Tahoe.

—Craig and Sunshine Gillett, Boise, Idaho



The San Jacinto River Rats take a break to stretch at Sturgis 2002.

—John Roper, Channelview, Texas



They measure up.

—John "Raalliff" Brooks, Charlotte, Mich.

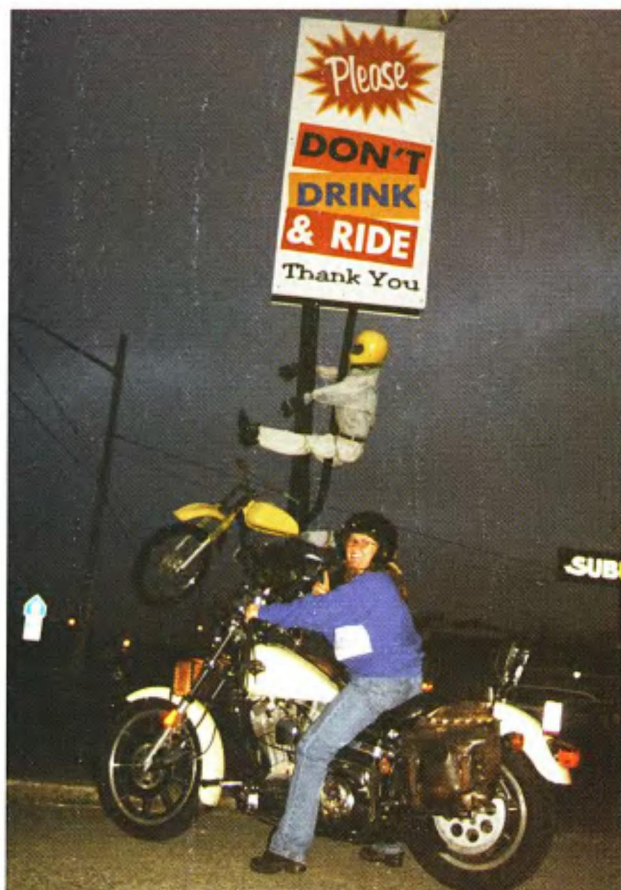


Audra's first time free-wheelin'.

—Brett Gullett, Albuquerque, N.M.



Udderly magnificent. —J. Michael Johnson, Cherokee Fall Rally, N.C.



Attention getter. —Connie and Munch, Wawa, Ontario, Canada.



"They lied." —David Davidson, Crystal Beach, Texas



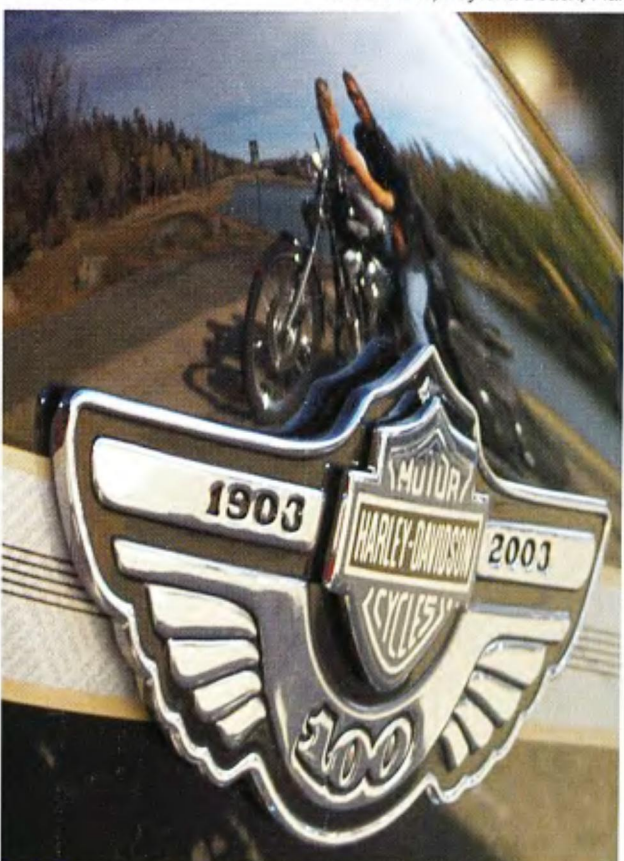
Peek-a-boobs. —Bob Schultz, Daytona Beach, Fla.



Sneakin' in a little tongue action. —Patti Sullivan, Edgewood, Md.



Hey, pay attention to these! —Number Three, Weasels, Malibu, Calif.



David and Kathy reflect on 100 years. —Jody Miller, Prescott, Ariz.



"Help, I've glued my arm to my head...again!"

—Terrance Bert, Frazier Park, Calif.



It's ok in OK with bare babes on a Boss Hog.

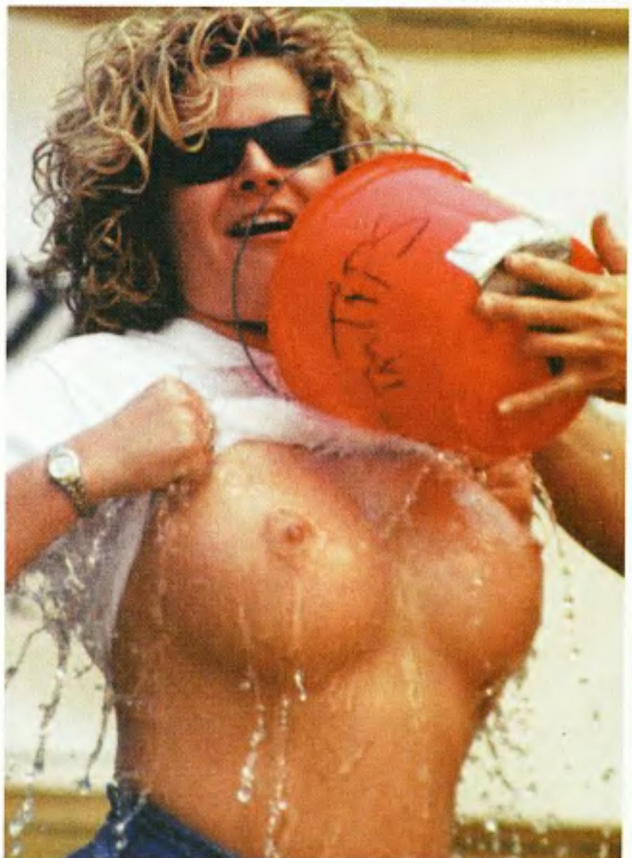
—Bruce Pritchett, Pryor, Okla.



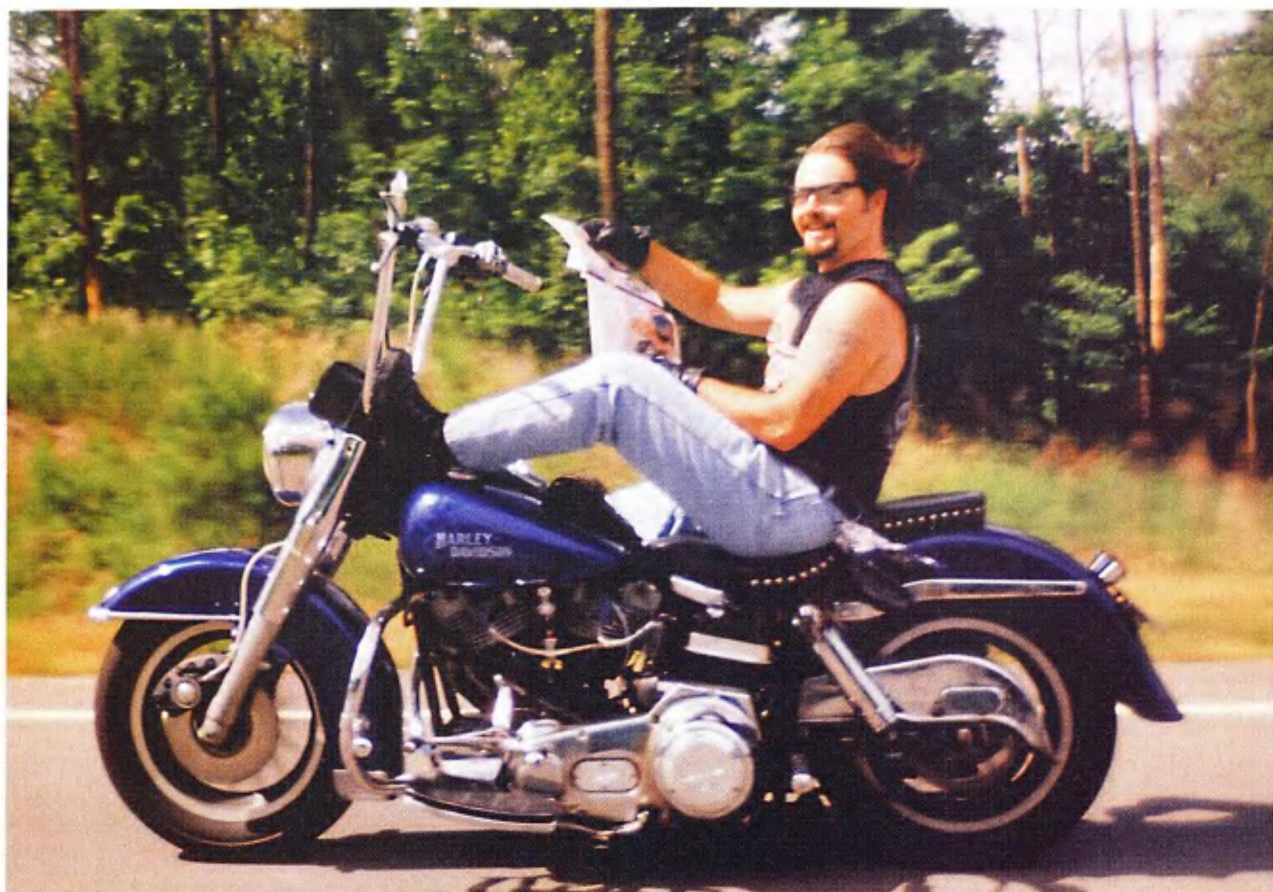
Our American treasure, Willie G. —Chris Thrush, Council Bluffs, Iowa



Slurpable at Indy's virgin Boogie 2002. —Jeff Seymour, Benton, Ill.



Flash and splash at Myrtle Beach. —Gary Dougherty, Little River, S.C.



Not the suggested way to read *Easyriders*.

—Troy "The Kid" Tillery, Fort Mill, S.C.



Catfish and Linda, Labor Day party pals. —Stripe, Conesville, Iowa

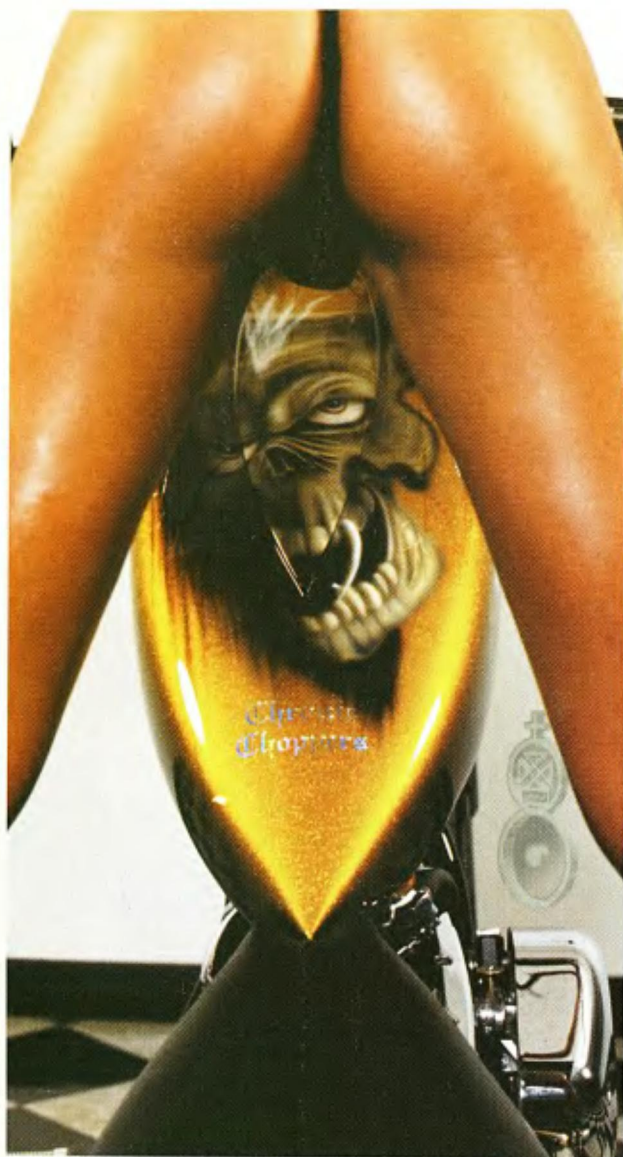


Truth in advertising? —Susi Skurok, Buffalo, Wyo., at Sturgis 2002



Flipped off by a cactus?

—Kevin Heinfeld, Springfield, Ohio



Demonic view courtesy of Chronic Choppers.—Hopper, Wichita, Kan.



Red, white and wondrous.

—Doctor Joe, Key West, Fla.



Travis puttin' his stylin' scoot.

—Ray Owens, Welcome, N.C.



Holy rollin', I-90 from Spearfish to Sturgis.

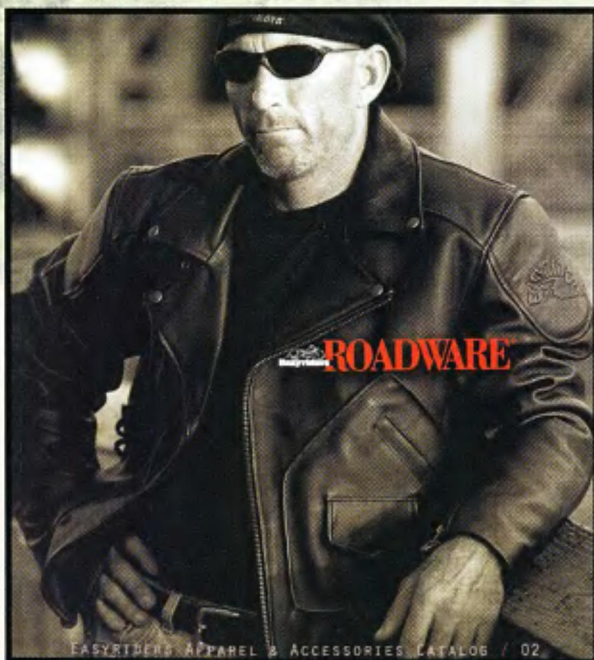
—Ken Barham, Osco, Ill.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay \$100 for each full-page color photo, \$50 for half-page color photos, \$40 for

color photos printed smaller than half-page and \$30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders In The Wind*, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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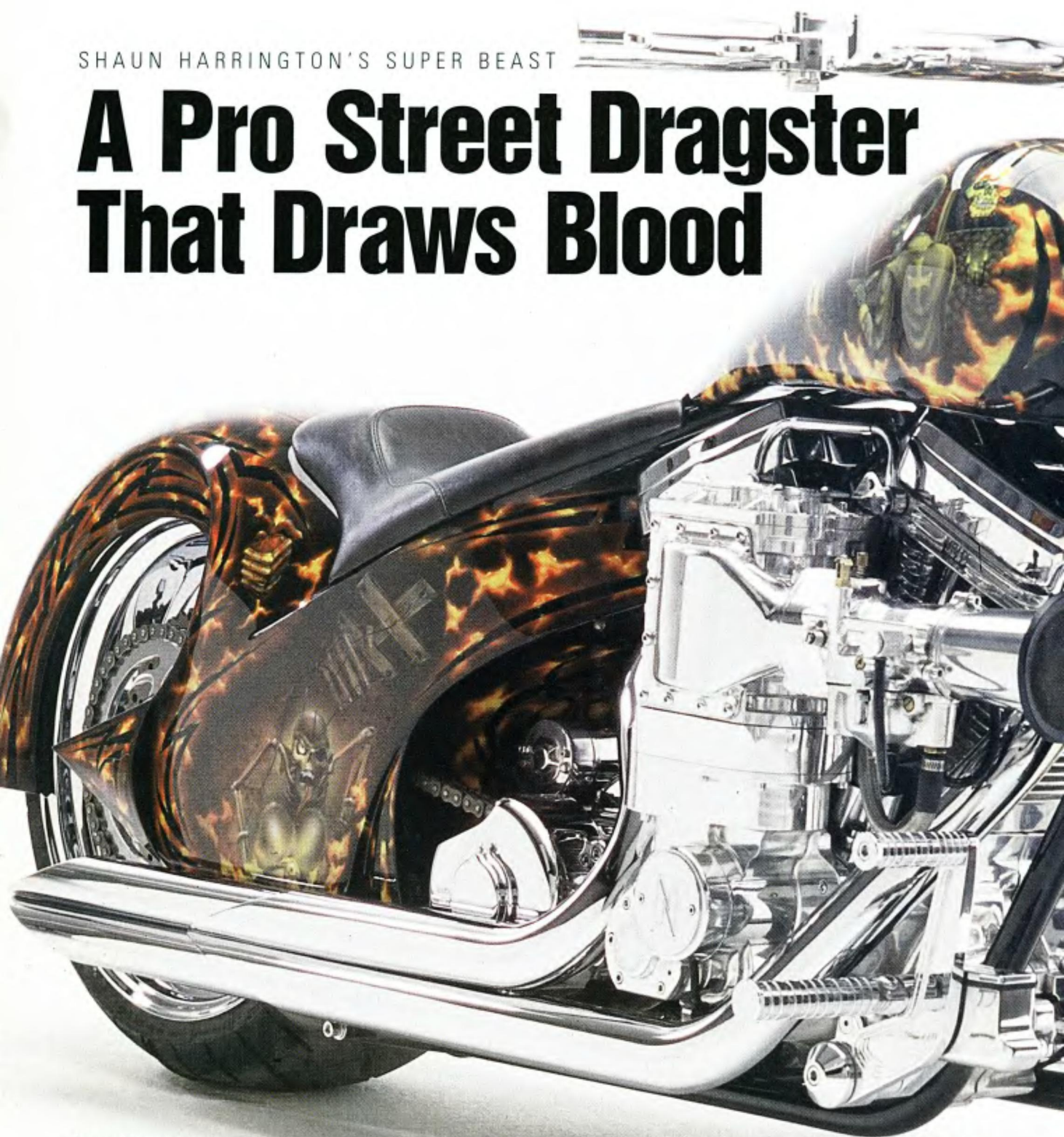
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Dealer inquiries invited. Call Dawn at 800-552-2846 ext. 17

Or get our free 32 page fall/winter catalog.

SHAUN HARRINGTON'S SUPER BEAST

A Pro Street Dragster That Draws Blood



You might remember Shaun Harrington's "Soul Crusher" bike that appeared a while back in the pages of *Easyriders*, a custom bar hopper built for him by his longtime friend master builder Jim Nasi at his Phoenix shop. As Jim puts it, "Shaun about plumb wore that bike out, and he told me he needed a bigger, faster one. He's one of the few that actually rides his machines to their full potential. With this bike, he wanted a super beast and he got it."

"Soul Crusher was designed for my wife Michele and I to enjoy on short hops," Shaun told us. "Super Beast was designed just for me to ride around with the boys and drag race and generally show off. We basically set off to build a street bike with the performance of a Pro Street dragster. Getting into the project, we knew that this bike would have a lot of R&D time and a higher degree of maintenance. It's not an entry-level bike. When my friends

see me take off on this bike, they say they fear for my life because the thing is so friggin' fast."

Shaun took a very proactive part in the process thanks to his own mechanical experience. As a teenager he basically grew up in the Stage 5 Funny Car world and understands the intricacies of high-performance engines. "The guy I worked for was involved in illegal street racing, and we were being trained either to be



good mechanics or drivers. We were five grease monkeys set up in a rented garage with \$50,000 worth of tools. On Wednesday and Friday nights we'd be out racing for up to \$5,000 a pop. It wasn't little Hondas and Toyotas in those days. We were running nitrous-burning Corvettes, GTOs and Chevelles. I got a lot of engine and racing experience from that. Now in my spare time I help Jim with designing bikes, paint jobs, and I work on his Web site, filling in the gaps where I can."

A big part of accomplishing the Super Beast goal involved a call to Merch Performance for one of their 131-cubic-inch monsters. After it was opened Jim bolted on a specially modified Magna supercharger. Now with all the calculations completed, he figures Super Beast is pumping out 180-horsepower to the rear wheel. Speaking of the rear wheel, you'll note how Jim convinced the disc rotors to take on a toothy sprocket look just to add to the fang and claw feel of the bike. "The way the brake pads are set up, they also

tend to sharpen the teeth even further," Jim told us.

The scimitar sharp wheels are one-offs designed especially for Super Beast by EgoTripp. The pattern," says Shaun, "is actually old-school from the '70s. The original had a step design, but we smoothed them out to look more like knife blades. Almost every component of the bike has literally been customized to hurt you," laughs Shaun. "I cut my shins walking by the tips of the sharpened exhausts. I cut my fingers on the handlebars, the sprockets, the wheels, and the blower. I mean, it's designed to draw blood. That was the general theme of the bike... to offend and cause mental and physical damage."

Super Beast was outfitted with a 3-inch open belt drive, a right-side drive setup, Baker 6-speed tranny, and the super-sleek, custom-chromed Goldammer front end. An extra trick item is the motorized license plate that can go into stealth mode at the press of a button. Jim

also designed matching heat shields to complement the unbaffled, one-off pipes from which Super Beast howls out its pavement-curdling scream.

Where there's beast, there's also beauty as in the seamlessly sculpted metalwork by Marty Wilcox. But what went on top of that precious metal caused an even greater stir. Yep, we're speaking about the radical graphics as rendered by Mike Learn. As far as the genesis for the artwork, Super Beast was inspired by one of Shaun's favorite musical groups, White Zombie.

You can see Super Beast at this year's Easyriders Bike Shows as well as the Oakland Roadster Show. And remember this bike was literally designed to chew up the competition, so unless you bring your own box of Band-Aids, hands off.

For more information, contact Jim Nasi at 800-964-NASI or on the Web at: www.jimnasicustoms.com.

—Paul Garson









Owner: Shaun and Michele Harrington
City: Arroyo Grande, California
General Designer: Jim Nasi Customs
General Fabrication: Jim Nasi Customs
Year and make: 2001 JNC
Model: blown rigid
Assembly: Jim Nasi Customs
Time: forever and a day
Chroming: Meclec Plating
Engine Year: 2001
Model: Merch Performance
Rebuilder: Jim Nasi Customs
Ignition: Dyna 2000

Displacement: 131 cubic inches
Lower end: Merch Performance
Balancing: Highway Choppers
Pistons: Merch Performance
Heads: Merch Performance
Cam: Crane
Lifters: JIMS
Carb(s): S&S Super D
Air cleaner: velocity stack
Pipes: Jim Nasi Customs
Transmission Year: 2001
Modifications: Baker 6-speed, right-side drive
Shifting: forward controls
Painting Painter: Deano's

Type: Spies/Hecker
Graphics: Mike Learn
Frame Year: 2001
Builder: RC Components
Type: rigid
Rake: 40 degrees
Stretch: 2 inches
Modifications: special gussets, etc.
Accessories Bars: Jim Nasi Customs
Risers: Jim Nasi Customs
Handlebar controls: Performance Machine
Fenders: Jim Nasi Customs
Headlight: Headwinds
Taillight: Jim Nasi Customs

Speedo: Dakota Digital
Front pegs: Performance Machine
Gas tank: Jim Nasi Customs
Oil tank/system: Jim Nasi Customs
Primary cover: Jim Nasi Customs
Seat: Guy Tieman
Grips: Jim Nasi Customs
Forks Type/Builder: Goldammer
Extension: 2 inches under
Special Features: chromed
Wheels Size: 18 x 3.5 front/x 8.5 rear
Wheel: EgoTripp
Tire: Metzeler
Brake: Performance Machine
Photographer: Paul Martinez

Meet October's Winner

I know, I know, this is not the same girl we said was going to be the winner this month. Sometimes these things happen. Just as with the Miss America Pageant—yup, the Fox Hunt is *exactly* like that—your October winner is actually the First Runner-up! It hasn't happened to us in a while, but whatdafuck. Stefanie here is a real trooper. With just under a week's notice, she left her job as a Personal Banking Representative—no, that's not a glorified title for a teller—in the Show Me State of Missouri, to pair up with Bob Edwards and his 2003 Rubbertail Chopper, shot under the all-seeing lens of Rick Hulstead. What she wasn't prepared for was a three-day hellride with our "shy and demure" staff. Seeing as how we had to fly her to us during the dreaded Christmas holiday rush, everybody was in a great mood. However, Stef quickly put a halt to all that and whipped everyone into shape in no time at all. Check out the results by turnin' to Page 98. And thank you, Miss Stefanie, we promise not to be bad again...unless the riding crop comes back out.

—Big Daddy Cash



Joy-Guam

#301

"I've lusted for a ride on a badass Harley my entire life...but I'm a virgin. Please help Easyriders pop my cherry and make me a joy rider."



Leslie-Kansas

#302

"My first ride was with my dad. After that, he told me that if I could kick start his bike, I could ride it. I did it and rode all by myself."



Paula—Connecticut

#303

"My first ride was on my brother's Dyna. I loved it so much I bought my own 2002 Super Glide."



Janet—Arizona

#304

"My first ride made me hot and horny. If I have to explain it, you wouldn't understand."



Sharise—New York

#305

"My first ride was extremely thrilling and wild. However, nothing out there is as awesome as the power, control and freedom I get riding my own Harley."



Ruby—California

#306

"My first ride actually made me really turned on. I remember getting so hot that I reached for my boyfriend's crotch and started touching him."

Ladies, make \$500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of *Easyriders*, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on

a postcard—or on the back of a sealed envelope—and mail it to #357 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes February 1, 2003. The voting deadline for this month's crop of cuties is February 28, 2003. We'll announce the winner in the July 2003 issue.



Here she is, your November 2002 monthly Fox Hunt winner, Shani, Number 1104, from Portland, Oregon (we mean it this time). Come back next month and see a lot more of her next issue.

357

FOX HUNT

P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization. I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
Date of Birth _____ I am _____ years of age
I will pose nude _____ Topless only _____
Model's Signature _____

Photographer's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
Photographer's Signature _____

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.



Jamie Ireland is a freelance writer in the areas of sex, fitness, romance, and travel.

hot spot

the inside story on healthy sex

by Jamie Ireland

Learning "The Ropes."

This month I got a letter from a reader in Texas, about a "little secret" that has made her love life with her husband absolutely explosive. (Those Texans know their stuff, let me tell you.)

Tina writes:

Dear Jamie,

Last month, my husband returned from a business trip in Europe, he was hotter and hornier than ever before, with more passion and sexual energy than he'd had for years. It was incredible. He flat wore me out! And the best part of all—he was having multiple orgasms. I know what you're thinking... men don't have multiples. That's what I thought, too. But his newfound vigor and excitement stimulated me, too, and before we knew it, we were both basking in the glow of the best sex of our lives.

We'd tried tantric stuff in the past, and the results were so-so. But this was something new and exciting, completely out of the ordinary. I asked my husband what had created such a dramatic change in our lovemaking, and he told me he'd finally learned "the ropes."

On the last night of his business trip, my husband spent an evening dining out with a Swedish nutritionist and his wife of 20 years. The couple was obviously still quite enamored with each other, so my husband asked their secret. The nutritionist told him their sex life was more passionate than ever. Then he pulled a small bottle from his satchel and gave it to my husband.



The bottle contained a natural supplement that the nutritionist told my husband would teach him "the ropes" of good sex.

My husband takes the supplement every day. The supply from the nutritionist is about to run out, and we desperately want to know how we can find more. Do you know anything about "the ropes," and can you tell us how we can find it in the States?

Sincerely,

Tina C.

Ft. Worth, Texas

Tina, you and the rest of our readers are in luck, because it just so happens I do know about the ropes, and the supplement your husband's Swedish friend likely shared.

The physical contractions and fluid release during male orgasm can be multiplied and intensified by a product called Mioplex Pure Extract. It's a supplement specially formulated to trigger better orgasmic experiences in men. The best part, from a woman's perspective, is that the motion and

experience a man can achieve with Mioplex Pure Extract can help stimulate our own orgasms, bringing a whole new meaning to the term *simultaneous climax*.

The term used by the Swedish nutritionist is actually fairly common slang for the effect your husband experienced. The enhanced contractions and heightened orgasmic release are often referred to as *ropes* because of the rope-like effect of release during climax. In other words, as some people have said, "it just keeps coming and coming."

As far as finding it in the States, I know of just one importer—Böland Naturals, Inc. If you are interested, you can contact them at 1-866-MIOPLEX or Mioplex.com. Mioplex is all-natural and safe to take. All the people I've spoken with have said taking the one-a-day tablet has led to the *roping* effect Tina described in her letter.

Aren't you glad you asked?

Jamie Ireland

Jamie Ireland



AS USUAL, A ONCE-IN-A-LIFETIME EVENT

Daytona Bike Week 2003

For the 62nd time, Daytona Beach will open its doors (and hearts, presumably) to the hordes of biking Vikings heading towards its shores. You know this one's gonna be a special one, with Harley-Davidson celebrating 100 years of awesome motorcycle building. Look for the usual vendors up and down Main and Beach Streets, like Performance Machine, J&P Cycles, Custom Chrome, and our own Easyriders Pavilion, just to name a few. Or test your bike's power on the Teresi Dyno Drags truck. Check out the Rat's Hole Show, for the first time without its founding

father, Karl "Big Daddy Rat" Smith, may his soul rest in peace.

Or pull up a chair or a barstool at legendary places like the Broken Spoke, Froggy's, The Last Resort, or Lollipop's, without a doubt Daytona's best strip club. And most of all, check out all the T&A on display any time night and day coming and going your way. It's downright poetic, mister!

So, you just gotta come to Daytona this year! It'll be a once in a lifetime event, as usual.

—Tripper

Daily Events

These events times and dates are subject to change, so check the official Daytona Bike Week Guide when you get there, available at the Daytona Beach Area Convention & Visitors Bureau at 386-255-0415 or 800-854-1234. Or check with their official Web site (which is where we always get or info): www.officialbikeweek.com. E-mail address: info@daytonachamber.com

February 28 – March 9

The 62nd Anniversary of Bike Week, area wide. For more info, call 386-255-0981

Official Bike Week Welcome Center, 10 a.m.-10 p.m. – Free literature on area events. Free blood pressure checks, first aid and biker blood drive. Pick up the Official Pocket Guide and 2003 Bike Week Poster. 503 Main Street – 386-255-0981

Dodge "Official Vehicle of Bike Week" interactive display area. Riverfront Park, across from Daytona Harley – 386-255-0981

Wise Guys Watering Hole – Welcome to the new guys on the strip. Great entertainment, great food and fun. Check out our live cam at www.daytona-chamber.com/wiseguys.htm 415 Main Street

Gibson Guitars "Official Sponsor of Bike Week" 40-foot-long interactive exhibit. Historic and one-of-a-kind guitars. Riverfront, across from Daytona Harley – 386-255-0981

Daytona International Speedway Daytona 200 Week. Ticket info – 386-253-7223

Teresi Dyno Drags – across the street (Beach Street, that is) from the Easyriders Pavilion.

Thunder Gulch – live entertainment, contests, prizes, give-aways. Black Cloud Saloon for beverages. Food

and vendors. 2129 N. U.S. Hwy. 1, two miles from Bunnell – 800-714-8388

Biking On The Boulevard – live entertainment, vendors, BBQ, bike shows. Bethune Boulevard, Historic District, Daytona Beach – 386-253-1067

Bikers Paradise at New Smyrna Speedway – concerts, Vietnam wall, demolition cars and motorcycles, helicopter show, high-wire stunt show, fun and games, camping across the street, 11 a.m.-11 p.m. Rt. 44 and 415 – 386-763-1302, <http://www.daytonabik-ersparadise.com>

Carl's Speed Shop Harley Performance Center – Dyno Jet Power Commander II, product seminars daily. Visit the showroom and real performance shop with the best manufacturers in the motorcycle industry. 9 a.m.-7 p.m. 390 N. Beach St., Daytona Beach – 386-258-3777

Daytona Harley-Davidson – dozens of vendors, Easyriders Pavilion, Camel Roadhouse Tour, food court and live entertainment. Riverfront Park (across from Daytona Harley-Davidson), daily 8 a.m.-8 p.m. – 386-253-BIKE (2453)

Spider's 15th Annual Swapatona, 10 a.m.-6 p.m. Daytona Flea Market – 888-438-2729

Grub, Suds and More

Bank & Blues Club – 701 Main Street, Daytona Beach – 386-257-9272

Bikerhaven/Hangdang Saloon – lots of parking. Three miles north of Granada, across from Iron Horse Saloon – 386-405-0537

Boat Hill Saloon – live music daily, food vendors, beer garden, daily contests, exhibits and displays. 310 Main Street, Daytona Beach – 386-258-9506 or www.boathillsaloon.com

Broken Spoke Saloon – great drinks, beer specials daily, giveaways daily, contests nightly, free bike parking, live music. 1151 N. U.S. Hwy 1, Ormond Beach – 386-673-1040

Chases On The Beach – fine food at a fun place, live entertainment daily. 3401 S. A1A, New Smyrna Beach – 386-423-8787

Cheyenne Saloon – Where good friends meet and eat, great menu, live bands, music all day. East Palatka, FL – 386-328-9216

Crazy Girls – open 12 p.m.-3 a.m., daily bikini bike wash. 2360 International Speedway Blvd., DeLand, 1 mile east of DeLand Airport – 386-734-6067

Dirty Harry's – cool drinks, great grub, daily contests, and three live bands. 705 Main Street, Daytona Beach – 386-252-9877

Froggy's Saloon – live entertainment day and night, food, on-site air brushing, souvenirs and more. 7 a.m.-3 p.m. 800 Main Street, Daytona Beach – 386-254-8808

Full Moon Saloon – 700 Main Street, Daytona Beach – 386-253-1944

Gilly's Pub 44 – Bike Week kickoff party, live bands, vendors, food and drink, contests, prize giveaways. Wall of Death. 1889 SR 44, New Smyrna Beach – 386-428-6523; www.pub44.com

Highlander Outpost – two outdoor bars, three bands daily, cold beer, full liquor, gift shop, ice cream parlor, vendors, free bike wash. 1821 S. Ridgewood Ave., South Daytona – 386-322-8829

Iron Horse Saloon – food, vendors, Wall of Death, burnout pit, live entertainment nightly, open 8:30 a.m.-3 a.m. 1068 N. U.S. 1, Ormond Beach – 386-677-1550

Jackson Hole Saloon – party of the millennium, crazy bike, bike repair, live music, steak dinners, turkey legs, full liquor, clean restrooms, free parking, bonfire, special bike nights, antique shows, prizes and more. 10 a.m.-2 a.m. 1081 N. U.S. 1, Ormond Beach – 386-673-6996

JB's Fish Camp – rustic dining on the river, Key West-style sunsets, airboat rides, eco tours, full bar. Over 20 years of "where the fun is." Live rock or blues nightly. A1A South, Beachside, New Smyrna Beach – 386-427-5747

The Last Resort Bar – live music, vendors, food and fun. 5812 S. Ridgewood, Port Orange – 386-761-5147

Main Street Pier – dine over the ocean, shrimp baskets, cold beer, daily drink specials. Space Needle Observation tower 180° for a view down Main Street. Ride the Sky Lift out over the waves and back – 386-253-1212

Ocean Deck – Reggae Beach Bash 2002. The only party right on the beach with a beach beer garden and live music stage. 127 S. Ocean Ave., Daytona Beach – 386-253-5224

River Deck – full menu till close, 8:30 a.m.-3 a.m., \$6.95 T-bone dinners, daily contests, live entertainment. 2739 S. Ridgewood, South Daytona – 386-761-0022

Smiley's Tap – Jerry's world-famous all you can eat BBQ daily, music, vendors, nightly bon fires, outside beer garden, 11 a.m.-2 a.m. North

U.S. 1, Ormond Beach – 386-677-9609

The Wreck Riverfront Bar & Grill – located directly on the river, covered deck dining, great food and drinks, open daily 11 a.m. 510 Main Street – 386-226-3000

Calendar of Events

Join Barney's Leather for the largest motorcycle event in the southeastern United States. Join them for their swap meet, great food, live entertainment, largest selection of vendors and catering to all of your riding needs. www.barneysleather.com

Easyriders Daytona Pavilion – come meet the master builders, over 30 manufacturers, food and drinks. Riverfront Park, downtown Daytona Beach.

February 28–March 8

Gold Wing Road Riders 12th Annual Gold Wing Getaway – Many vendors, leather, accessories, pin stripping, air brush, trailers, side cars, motor homes, food and more. Free admission, 9 a.m.-6 p.m. – Location TBD

Bikers' Paradise – New Smyrna Speedway, SR44 and 415 – 386-763-1302 <http://www.daytonabikersparadise.com/>

February 28–March 7

AMI Campus – open house and tours, 9 a.m.-5 p.m. 3042 W. International Speedway Blvd. (I-95 and U.S. 92), Daytona Beach – 386-255-0295

March 1

Clydesdale Parade – East on Glenview to A1A, South A1A to Main St., West on Main St. to Peninsula, North on Peninsula to Glenview Ave., noon – 386-767-0612

March 2

Bikers Paradise – New Smyrna Speedway, Honor parade to the Vietnam Wall. Starts at Spider's Campground, 1 p.m., celebrities and heroes. Rte. 44 and 415 – Call for details 386-763-1302 or www.daytonabikersparadise.com

Clydesdale Parade – East on Glenview to A1A, South A1A to Main St., West on Main St. to Peninsula, North on Peninsula to Glenview Ave., noon – 386-767-0612

March 3–7

14th Annual Brute Horsepower Shoot-Out – AMI Campus, 9:30 a.m.-4 p.m. 3042 W. International Speedway Blvd., (I-95 and U.S. 92), Daytona Beach – 386-255-0295

March 3–8

Harley-Davidson Activities – H-O and Buell Demos, 9 a.m.-3 p.m. Daytona International Speedway

March 4–8

Harley-Davidson Activities – Indoor traveling museum show, 10 a.m.-5 p.m. The Harley store, Willie G. T-shirt sales, H.O.G. and Co., Ford vehicle display, Miller Lite NASCAR display, free bike wash, 10 a.m.-4 p.m. Ocean Center Arena – 386-254-4500

March 5

Cabbage Patch – Coleslaw Wrestling, noon in Samsula – 386-428-5459

March 6

Bikers Paradise at New Smyrna Speedway – Run what you bring, cars and motorcycles, thrill shows, 5 p.m.-7 p.m. Rte. 44 and 415 – 386-763-1302 www.daytona-bikersparadise.com

March 7

12th Annual Boardwalk Association Ride-In Bike Show – Registration 8 a.m.-10 a.m., cash prizes and trophies. Sponsored by Boardwalk Merchants. Enter Boardwalk from corner of Main St. and Ocean Ave. Boardwalk Classic Bikini Contest immediately following Bike Show – 386-253-0254

Bikers Paradise at New

Smyrna Speedway – Last Wheels Rolling Derby, if it's still rolling it's the winner, exciting and fun, 5 p.m.-7 p.m. Rte. 44 and 415 – 386-763-1302; <http://www.daytonabikersparadise.com>

March 7-10

8th Annual VQ Bikers Ball sponsored by Easyriders magazine – Experience the world's finest motorcycles, a police-escorted ride to lunch, Wayne's famous deep-fried turkey legs, the prestigious ViQe Awards ceremonies, and charity action, with the proceeds going to the Boys & Girls Clubs, and lots of other once-in-a-lifetime action. Bikes to be auctioned off will be a beauty from Kim Suter at KC Creations (aka Easyriders of Springfield) and a stunner from Billy Lane at Choppers Inc. Tickets for core riders are for all four days and include VIP credentials to kickoff party, VQ Bikers Ball, cocktail party, escorted rides, lunch at JB's Fish Camp, and farewell brunch. Bikers Ball is only \$225 per person. For more information and registration call 800-862-2420. Or go to www.bikersball.org.

March 8

Bikers Paradise at New Smyrna Speedway – Mary Angel Wedding of the Bikers. Join the fun and celebration. Rte. 44 and 415 – 386-763-1302; <http://www.daytonabikersparadise.com/>

Daytona Beach Community Foundation – Official custom motorcycle drawing to benefit Bike Week Festival Task Force, approx. 1 p.m. At band shell behind Adam's Mark Resort – 386-255-0981

March 9

Blessing of the Bikes – St. Paul's Catholic Church, U.S. Hwy. 1, Daytona Beach, 7:30 a.m. Ride to Bellair Plaza for parade start – 386-255-0981

Annual Harley-Davidson

Parade – Formation 8:30 a.m.-9:30 a.m. Leaves from Bellair Plaza, Atlantic Avenue to Daytona International Speedway to Harley Heaven, Horseshoe Curve – 386-255-0981

62nd Annual Daytona 200

– Daytona International Speedway, 1 p.m. – 386-253-7223

The Bank – daily bands. 701 Main Street, Daytona Beach – 386-257-9272

Easter Seals Harley Give-Away – Get your tickets at the Boot Hill Saloon or Daytona Harley-Davidson for \$3 each or 5 for \$10, 25 for \$20, 80 for \$50, 125 for \$75, or even 175 tickets for 100 bucks. The drawing will be at 5 p.m. at the Boot Hill Saloon. First prize: a black 2003 FLSTC Heritage Softail Classic and \$1,000 cash! – 386-255-4568

Bars and Strip Clubs

Art's Place
5115 N. Hwy. 17,
DeLeon Springs
Off the beaten path. Burgers, bands, bonfires, barbecue, horseshoes, miniature golf, poker runs, etc. – 386-985-5151

Billy Bob's Country Night Club
2801 S. Ridgewood Ave.
(U.S.1), South Daytona – 386-756-0448

Boot Hill Saloon
310 Main Street,
Daytona Beach
There is something happening in this place each and every day. Check daily events schedule for more info. – 386-258-9506

Bottom's Up Club
2396 N. U.S. 1,
New Smyrna Beach
Strippers; barbecue in the back – 386-427-0364

Cabbage Patch
Samsula
Coleslaw wrestling, noon – 386-427-8969

Cheyenne Saloon
Hwy 17 S. East Palatka,
2 miles South of the Bridge – 386-328-9216

First Turn
5236 U.S. 1, Port Orange
Free Beer Hour every day, plus live bands daily, LA Knockout Oil Wrestling, Miss Bare Chaps, and a whole bunch more of fun stuff – 386-760-378

Froggy's
800 Main St., D.B.
"The biggest party on Main Street" with lots of stuff going on night and day – 386-253-0330

Full Moon Saloon
9 S. Wild Olive, D.B. – 386-257-8661

Gilly's Pub 44
1889 State Road 44, New Smyrna Beach.
There's something happenin' every day of the week (see Events Calendar) – 386-428-6523

Iron Horse Saloon
1068 N. U.S. 1,
Ormond Beach
The 13th annual motorcycle Mardi Gras, free beer hour daily, live bands, events, California Hell Riders and their Wall of Death – 386-677-1550

Jackson Hole Saloon
1081 N. U.S. 1,
Ormond Beach
Too much music happens here to mention it all, so check out the Calendar of Events section – 386-673-6996

Last Resort
5812 Ridgewood Ave.
(U.S. 1), South Daytona
Daily live bands, vendors, and entertainment – 386-761-5147

Main St. Cafe/Al's Alley Pub
821 Main St., Daytona Beach
A busy place, lotsa music – 386-257-2323

Molly Brown's
542 Seabreeze Blvd., Daytona Beach Strippers, strippers – 386-255-5966

Pandora's Box
319 2nd Ave., Daytona Beach Strippers and more – 386-252-9163

Ringside
116 E. Dunlawton Ave., South Daytona
Boxing ring, Miss Daytona Bike Week contest, cheap beer, BBQ and much more – 386-756-0230

Shark Lounge
730 Int'l. Speedway Dr., Daytona Beach Strippers galore – 386-258-1230

Shingle Shack
640 N. Ridgewood, South Daytona Beach, Strippers etc. – 386-252-3584

Smiley's Tap
1161 N. U.S. 1, Ormond Beach
Just like last year: lotsa stuff happening – 386-677-9609

Sopotnick's Cabbage Patch
549 Tomoko Farm Rd., New Smyrna Beach
Daily bands, two-wheel camping, and much more – 386-427-2659

Squeeze Inn Pub
5005 S. Ridgewood Ave. (U.S. 1), South Daytona
Drink specials, bands and contests – 386-760-2564

Willy's Motorcycle World
566 Ballough Rd.
Collector-bikes on display – 386-253-2100

Swap Meets

Spider's Swapatona Gigantic – Motorcycle Swap Meet. Six acres of motorcycle arts and accessories. Daytona Flea Market. I-95 and U.S. 92, Daytona Beach, 1 mile west of Daytona International Speedway, daily 10 a.m.-6 p.m. – 800-262-6946

Daytona Beach Swap Meet – Volusia County Fairgrounds, DeLand, 10 a.m.-6 p.m., Thurs.-Sun., March 9-12. – 301-336-2100

Shops and Parts

All American Bike & Cafe
695 Mason Ave,
Daytona Beach, 386-257-2228

Bas Cycles
4251 Spruce Creek Rd,
Port Orange, 386-767-1993

Choppers World
618 Main St., Daytona Beach 386-252-1922

Claudes Mobile Cycle & Salvage Service
1111 Derbyshire Rd,
Daytona Beach, 386-255-0566

Claudette & Dusty's Cycles
614 Main St., Daytona Beach 386-254-8431

Corbin
814 Main St., Daytona Beach 386-258-8191

Cycle Accessories of Daytona & Polaris
712 N Beach St., Daytona Beach, 386-255-4255

Cycle Goodies
300 Ridgewood Ave,
Holly Hill 386-258-5691

Daytona Blackgold Cycles Inc.
541 Ballough Rd,
Daytona Beach 386-258-8020

Daytona Harley-Davidson
290 N Beach St.,
Daytona Beach 386-253-2453

Daytona Import-Export
1633 State Ave, Holly Hill 386-673-1921

Daytona Indian Motorcycle
402 N. beach Street,
Daytona Beach 386-255-6559

Magnum Cycles
612 N Ridgewood Ave,
Daytona Beach 386-253-1398

Miller's Custom Parts
1863 S. Ridgewood Ave,
Daytona Beach 386-761-0858

Personal Cycle Service
594 Ballough Rd.,
Daytona Beach 800-435-7039

Prinkey's Used Motorcycles
5840 S. Ridgewood Ave,
Port Orange 386-322-5533

Robison's Sales & Service
508 W. International
Speedway B, Daytona Beach 386-255-6788

Peen's Precision Motors
420 N. Beach St.,
Daytona Beach 386-252-9569

Russell's Cycle Care
2514 N. Dixie Freeway
(U.S.1), New Smyrna Beach 386-427-6001

Slick Cycle Tony's Hacienda
207 Dunlawton Ave. (U.S. 1 and Rt. 421), Port Orange 386-760-4456

Services

Bike Week Welcome Center
503 Main Street,
Daytona Beach
Sponsored by the Daytona Beach Chamber of Commerce

Open daily from 10 a.m.-10 p.m. Check out their Web site: <http://www.officialbike-week.com> – 386-255-0981

Bikers Against Manslaughter, Ellis Groceries, 601 Main St., Daytona Beach.
Open daily, 24-hour free emergency breakdown and legal assistance, free membership cards – 800-4-BIKERS

Towing/Bros Club Service
Looking for a terrific tow job? Nobody does it better than the Bros Club. You won't have to worry about a little thing like a break-down turning into a major headache for you, because by joining the Bros Club, you are ensuring yourself the best help a rider on the road can have, 24 hours a day, seven days a week. All ya gotta do is call, and you'll have access to more than 12,000 affiliates able to pick you up and dust you off (or dry you off) are at your back and call throughout the 48 contiguous states, Alaska and parts of Canada – 800-325-9028

Bike Transportation

If you can't ride to Daytona, but have to have your bike there, shipping is the way to go. The following companies will be happy to take care of that for you.

J.C. Motors

As the official shipping company for us busy beavers here at the rag, they give exceptional shipping. In fact, they specialize in motorcycle shipping, because they started out as motorcycle shop and wholesalers. Even extra-long choppers and big-assed dressers are no problem for them, and they've got a special, patented "pop-up" crate, which they'll ship to customer for easy crating, and then they'll pick it up. JC Motors ships internationally, nationwide, and to all rallies. And if, upon your return home, the old lady's kicked your ass to the curb and ya gotta move all your crap out, they'll do that, too.

For more info or to have them ship your ride – 800-730-3151, or go to www.motorcyclershippers.com

Goldrush Motorsports

They'll ship your bikes from anywhere, USA, to Daytona, provided it's more than one. So if you and your buddies don't have the time to ride, just call Ken, and he'll handle it for you -704-799-2890, fax 704-799-2892, or go to www.goldrushmotorsports.com.

Amtrak

The only route Amtrak will provide this service for you is on their Auto Train, which runs from Lorton, Virginia, to Sanford (just outside of Orlando), Florida, and return, once a day - 800-USA-RAIL.

Federal Company

As an agent for Allied Vans, they'll ship your bike pretty much anywhere within the continental U.S. They'll pick up individual bikes or groups, and the more bikes, the more of discount rate you'll get. Just make sure you call 'em about three weeks before you want the bike in Daytona, or a month, if you live in the boonies. They'll even take your bike in Daytona for the return trip and drop you off at the airport - 800-747-4100, ext. 217.

Bike Rentals

Rebel Motorcycle

Based in San Diego, they specialize in Harley-Davidson rentals, even for Bike Week. They'll even deliver it to Daytona for you - 888-SD-REBEL.

Budget Harley Davidson Rentals

3901 Northwest 28th Street, Miami, FL - 305-871-1040

Exclusive Motorcycle Escort Services Inc.

4615 Northwest 22nd Avenue, Miami, FL 33142 - 305-637-7555

Phantom Motorcycles

Miami, FL 33107 - 305-638-0606

SOBE Scooter Rental Inc.

300 23rd Street, Miami, FL 33139 - 305-604-9826

Campgrounds

ABATE of Florida Inc. Campground

Hot showers, beverages, food, vendors, 24 security, no hook-ups. Volusia County Fairgrounds - 386-943-9610

Bulow World Famous RV Resort/Campground

Food and beverage, contests, live bands. Flagler Beach, PO Box 1328 - 800-RV BULOW

Cackleberry's Lot Next Door

Cabbage Patch, plenty of entertainment, food, games, and beverages. RV and tent camping available. Vendor space available. West on International Speedway Blvd., south on Tomoka Farms Rd (415) eight miles - 386-428-5459

Crazy Horse Campground

Daytona's largest campground catering to bikers. 90 acres of clean level camping, hot showers. Mailing address: 910 South Beach Street, Daytona Beach, FL 32114; Street address: 1425 Tomoka Farms Rd., Daytona Beach, FL 32124 - 888-GET-CRAZY

Daytona Beach Campground

4601 S. Clyde Morris Blvd., Daytona Beach, FL 32119-1220 - 386-761-2663

Moonshine Campground

Primitive camping, no hook ups, clean restrooms and showers, food, cold beer, tees. \$11 per person per day, 24 hour security. 1725 N. U.S. Hwy. 1, Ormond Beach - 386-677-1550

Motorcycles Only Camping

Clean rest rooms, showers, food available. Camping by donation. Daytona 200 M/C Clubhouse, 1 mile west of I-4 on Hwy. 92, Daytona Beach - 386-672-3927, contact Frank Whitacker

Nova Family Campground

Home-style atmosphere, secure park. 1190 Herbert St., Port Orange - 386-767-0095, fax 386-757-1666, contact Lisa

Orange Isle Campground

3520 South Nova Rd., Port Orange FL 32127 - 386-767-9170

Sunshine Holiday Camper Resort

1701 North U.S. 1, Ormond Beach, FL 32174 - 904-672-3045, contact Linda Ward

The Lot Next Door

Corner of SR415 and Pioneer Trail. Next door to the Cabbage Patch. Samsula - 386-428-5459, contact Frank Luznar III; www.daytonachamber.com/lotnext.htm

No-tell-Hotels and Motels

Acapulco Inn

2505 S Atlantic Ave. Daytona Beach, FL 32118-5502 386-761-2210

Adam's Mark Daytona Beach Resort

100 N Atlantic Ave. Daytona Beach, FL 32118-4273 386-254-8200

Aladdin Inn

2323 S Atlantic Ave. Daytona Beach Shores, FL 32118-5345; 386-255-0476

Bahama House

2001 S Atlantic Ave. Daytona Beach Shores, FL 32118-5007; 386-248-2001

Beachcomber Oceanfront Inn

2000 N Atlantic Ave. Daytona Beach, FL 32118-3399 386-252-8513

Beacon by the Sea

1803 S Atlantic Ave. Daytona Beach, FL 32118-5003 386-255-3619

Best Western Aku Tiki Inn

2225 S Atlantic Ave. Daytona Beach Shores, FL 32118-5319 386-252-9631

Best Western LaPlaya Resort

2500 N Atlantic Ave. Daytona Beach, FL 32118-3298 386-672-0990 www.surfsideresorts.com

Best Western Mayan Inn

Beachfront 103 S Ocean Ave., Daytona Beach, FL 32118-4321 386-252-0584

Capri Motel

832 N Atlantic Ave. Daytona Beach, FL 32118-3716 386-252-2555

Captain's Quarters Inn

3711 S Atlantic Ave. Daytona Beach, FL 32127-5201 386-767-3119

Casa Del Mar Beach Resort

621 S Atlantic Ave. Ormond Beach, FL 32176-7715 386-672-4550

Castaway Beach Resort

2043 S. Atlantic Ave. Daytona Beach Shores, FL 32118 386-254-8480

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The PM Phatail Kit transforms any 1991 and newer Softail® into a wide wheel custom. Kit includes a swingarm, fender, billet fender struts and all the necessary gears, spacers and hardware to bolt a monster PM wheel to your stock frame.



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Coquina Inn
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Daytona Beach, FL
32114-4924
386-254-4969

Coral Beach Motel
711 S Atlantic Ave.
Ormond Beach, FL
32176-7815
386-677-4712

Days Inn Oceanfront Central
1909 S Atlantic Ave.
Daytona Beach, FL
32118-5005
386-255-4492

Days Inn Speedway
2900 W. International
Speedway Blvd.
Daytona Beach, FL 32124
386-255-0541

**Days Inn Tropical Seas
Oceanfront Hotel**
3357 S. Atlantic Ave.
Daytona Beach Shores, FL
32118-6308
386-767-8737

Daytona Beach Hilton Resort
2637 S Atlantic Ave.
Daytona Beach, FL
32118-5643; 386-767-7350

Daytona Inns - Broadway
219 S Atlantic Ave.
Daytona Beach, FL
32118-4303
386-252-3626

Daytona Welcome Center
616 S Atlantic Ave.
Ormond Beach, FL
32176-7716
386-767-5620

Del Aire Motel
744 N Atlantic Ave.
Daytona Beach, FL
32118-3805; 386-252-2563

Desert Inn Resort Motel
900 N. Atlantic Ave.
Daytona Beach, FL 32118
386-258-6555

Dream Inn
3217 S. Atlantic Ave.
Daytona Beach, FL 32118
800-767-9738 or
386-767-2821
www.dreaminn.com

El Caribe Motel
2125 S Atlantic Ave.
Daytona Beach, FL
32118-5009
386-252-1558

Esquire Motel
422 N Atlantic Ave.
Daytona Beach, FL
32118-3925; 386-255-3601

Fountain Beach Resort
313 S Atlantic Ave.
Daytona Beach, FL
32118-4503; 386-255-7491

Grand Seas Resort
2424 N. Atlantic Ave.
Daytona Beach, FL 32118
386-677-7880

Hawaiian Inn
2301 S. Atlantic Ave.
Daytona Beach, FL
32118-5349
386-255-5411

Holiday Inn DeLand
350 E International
Speedway Blvd.
DeLand, FL 32724-2426
386-738-5200

**Holiday Inn Kennedy Space
Center**
4951 S Washington Ave.
Titusville, FL 32780-7319
407-269-2121

Holiday Inn Oceanfront
2560 N Atlantic Ave.
Daytona Beach, FL
32118-3204
386-672-1440

Holiday Inn SunSpree Resort
600 N Atlantic Ave.
Daytona Beach, FL
32118-3869
386-255-4471

**Indian River Inn & Conference
Center**
1210 S Riverside Dr.
New Smyrna Beach, FL
32168-7768
386-428-2491

Indigo Lakes Holiday Inn
2620 W. International
Speedway Blvd.
Daytona Beach, FL
32114-1120
386-258-6333

Inn on the Beach
1615 S. Atlantic Ave.
Daytona Beach, FL
32118-4903
386-255-0921

La Quinta Inn
2725 International
Speedway Blvd.
Daytona Beach, FL 32114
386-255-7412

Magic Carpet Motel
2601 S Atlantic Ave.,
Daytona Beach, FL
32118-5605
386-767-7312

Majesty's Court Fiesta Motel
999 N Atlantic Ave.
Daytona Beach FL
32118-3717
386-252-1404

Oceanfront Motel
3301 S. Atlantic Ave.,
Daytona Beach, FL
32118-6308
386-767-1711

Ocean Jewels Club
935 S Atlantic Ave.
Daytona Beach, FL
32118-4762
386-252-2581

Ocean Sands Hotel
1024 N Atlantic Ave.,
Daytona Beach, FL
32118-3627
386-255-1131

Ocean Villa Motel
828 N Atlantic Ave.,
Daytona Beach, FL
32118-3716
386-252-4644

**Oceans Eleven
Resorts Inc.**
2025 S Atlantic Ave.,
Daytona Beach Shores, FL
32118-5007; 386-257-1950

Palm Circle Villas
2327 S Atlantic Ave.,
Daytona Beach, FL
32118-5345; 386-255-4004

Palm Plaza Oceanfront Motel
3301 S Atlantic Ave.,
Daytona Beach Shores, FL
32118-6308
386-767-1711
www.palmpalaza.com

Perry's Ocean Edge
2209 S. Atlantic Ave.,
Daytona Beach, FL
32118-5319
386-255-0581

Pier Side Inn
3703 S. Atlantic Ave.,
Daytona Beach, FL
32127-5201
386-767-4650

Ponce De Leon Motel
3425 S Atlantic Ave.,
Daytona Beach, FL
32118-6310; 386-767-1511

Quality Inn and Suites
251 S. Atlantic Ave.,
Daytona Beach, FL 32117
386-672-8510

Quality Inn on the Beach
1615 S Atlantic Ave.,
Daytona Beach, FL
32118-4903
386-255-0921

Ramada Inn Resort
Oceanfront
2700 N Atlantic Ave.,
Daytona Beach, FL
32118-3000
386-672-3770

Ramada Inn Speedway
1798 International
Speedway Blvd.
Daytona Beach FL
32120-1257
386-255-2422

Ramada Inn Surfside
3125 S Atlantic Ave.,
Daytona Beach Shores, FL
32118-6223
386-788-1000

Ramada Limited
1000 N Atlantic Ave.,
Daytona Beach, FL
32118-3627
386-239-9795

Rodeway Inn Oceanfront
1299 S Atlantic Ave.,
Daytona Beach, FL
32118-4801
386-255-4545

Sands Motel
2523 S. Atlantic Ave.,
Daytona Beach, FL 32118
386-767-2551

Scottish Inn Desert Isle
133 S. Ocean Ave.
Daytona Beach, FL 32118
386-253-0666

Sea Breeze Motel
1108 N Atlantic Ave.,
Daytona Beach, FL
32118-3629
386-252-4363

Seagarden Inn
3161 S Atlantic Ave.,
Daytona Beach, FL
32118-6223
386-761-2335

Seashore Motel
320 N Atlantic Ave.,
Daytona Beach, FL
32118-3902
386-253-9708

Shoreline Motel
2435 S Atlantic Ave.,
Daytona Beach Shores, FL
32118-5401
386-252-1692

Sunglow Resort
3647 S. Atlantic Ave.,
Daytona Beach Shores, FL
32127
386-756-9778

Sun Viking Lodge
2411 S Atlantic Ave.,
Daytona Beach Shores, FL
32118-5401
386-252-6252

Super 8-Speedway
2992 W. International
Speedway Blvd.
Daytona Beach, FL
32124-1009
386-253-0643

**Super 8-Speedway/
Shivan Inc.**
1608 N. U.S. 1
Ormond Beach, FL 32174
386-672-6222

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Daytona Beach Shores, FL
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386-255-8371

Tropical Manor Motel
2237 S Atlantic Ave.,
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32118-5319
386-252-4920

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386-255-3411

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Daytona Beach, FL
32118-3805
386-255-3411

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RIDE WITH PRIDE AND HELP THE KIDS BY ENTERING TO WIN A COOL CUSTOM MOTORCYCLE.

Master bike builder Kim Suter of KC Creations, Kansas City, Kansas, is building your dream bike. This thoroughbred bike is a pro-street cruiser featuring a TP Engineering 124 cubic inch motor, Baker 6-speed transmission, and KC Creations, tanks, fenders, frame, wheels, brakes and 240 rear end. It's the ultimate boulevard blaster and it could be yours! See this steel stallion come together on their Web site www.kc-creations.com.

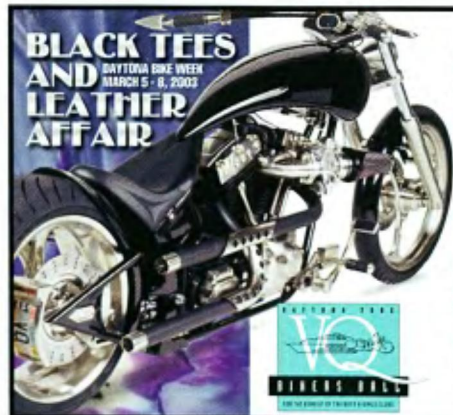
**Only 1,000 tickets
will be sold for the benefit
of the Boys & Girls Clubs.**

Buy 1 ticket for \$100 or 5 for \$400

To purchase ticket call
800-962-2420

FEATURES:

- TP Engineering polished 124 cu. in. motor
- Baker 6-speed transmission
- KC Creations custom 30. caliber wheels and brakes
- KC Creations tanks, fenders and softail-style frame
- Performance Machine controls
- Arlen Ness Primary Mean Street billet front end



**BLACK TEES
AND
LEATHER
AFFAIR**

Join us during March Bike Week in Daytona Beach, Florida, for the prestigious VQ Bikers Ball benefiting the Boys and Girls Clubs of Broward County. Escorted rides, lavish dinners, the Prestigious VQ awards and charity auction all benefiting the Boys & Girls Clubs of Broward County. The VQ Bikers Ball is featured as one of the most exciting charitable events in the country by Robb Report, June 1997. Get your ticket to ride today for a truly one-of-a-kind VIP experience you'll always remember.



Benefitting Boys & Girls Clubs of Broward County

CORE RIDERS - \$600 PER PERSON. VIP Credential to all activities March 5 - 8 including the Kick-Off Party, VQ Bikers Ball, Cocktail Reception, bike lap around the world famous Daytona International Speedway track and Victory Lane Party, three escorted rides, lunches, dinners, farewell brunch, commemorative gifts and 24-hour bike security.

BIKERS BALL ONLY - \$225 PER PERSON. VIP Credential for the March 7 VQ Bikers Ball, which includes Celebrity Dinner, VQ Awards and Charity Auction.

For more information or to register call 954-537-1010 or 800-962-2420. Or visit our website at: www.bikersball.org
Yachts and Motor homes welcome.

ROAR INTO THE 100TH IN STYLE
HARLEY-DAVIDSON'S 2003 LEATHER JACKETS



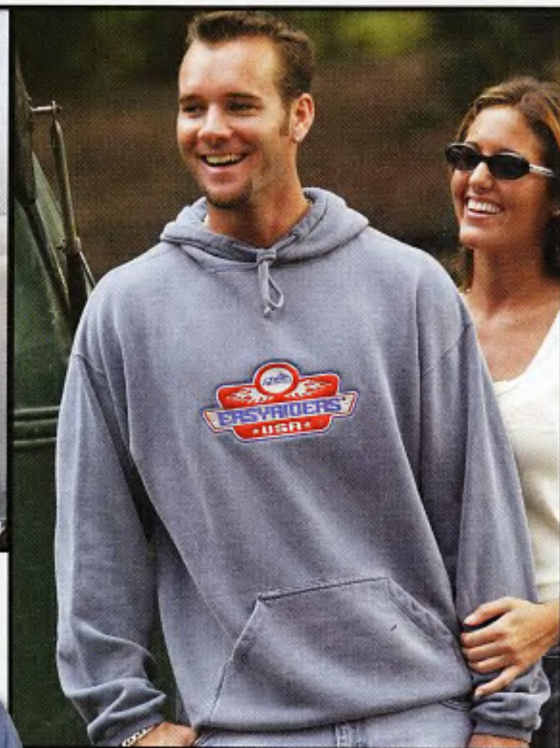
Harley-Davidson is pulling out all the stops for their 100th Anniversary, creating an entire line of new Motor Clothes for the occasion. Harley has great new leather jackets and riding apparel designed just for you, yes YOU there! Seen here are just a few examples of their collection of lavish leathers being sported by our sexy male models. Okay, they aren't so sexy...in fact, a few of them are sucking in their guts. Anyway, to see the complete line of new Motor Clothes call 800-LUV2RIDE for the location of a Harley-Davidson dealer near you, or visit the official Harley Web site at www.harley-davidson.com.



Fast & Easy



Striped Cruiser Jersey-3756
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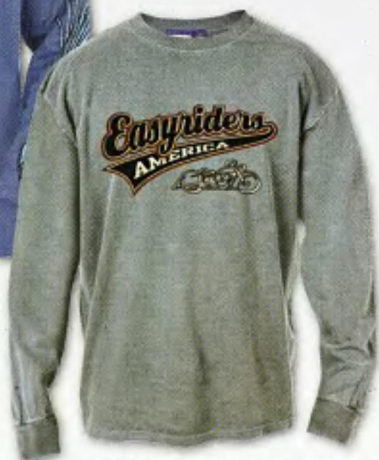
Hooded Denim Sweatshirt - 3759
MD, LG, XL \$39.99*
XX \$41.99*



Patriotic American Sweatshirt-3748
MD, LG, XL \$31.95*
XX \$33.95*
XXX \$34.95*



Liquid Eagle - 8295
MD, LG, XL \$26.95*
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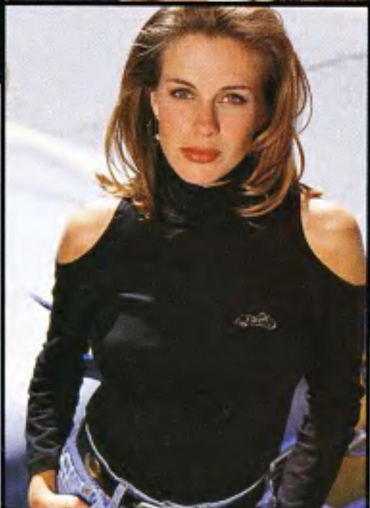
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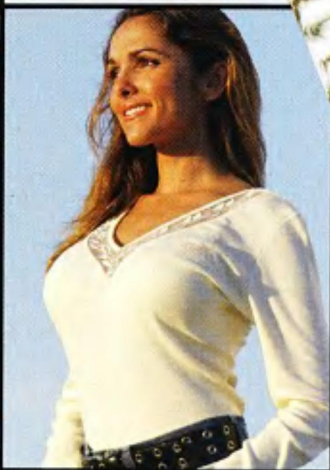
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A woman with long, wavy red hair and blue eyes is sitting on a silver motorcycle. She is topless, wearing only a thin, metallic-looking bikini bottom. She is looking directly at the camera with a slight smile. The motorcycle is silver with a large blue and black graphic on the fuel tank. The background is plain white.

PRECIOUS METAL PERFORMANCE

Platinum Plus Smoothie

Bob Edwards has made the trip to Performance Specialties before. This is the second bike that Bob had 'em build for him. And, though this particularly potent project started out as an attempt to build as much class into the wonderful Rubbertail frame available from the folks at Performance Specialties for the least amount of cash, it has become something just slightly more marvelous than what your eyes are telling you.



Rubbertail is the definitive last word if you want the smoothest riding, road-hugging custom frame out there. Until you've ridden one, you don't know what you're missing. Borrowing from motocross technology and adapting it to the street gives a Rubbertail frame over 3 inches of mono-shock suspension travel, while the motor mounts are designed to soak up nearly all of any V-twin's vibrations. The Rubbertail bike is very rider friendly, anyone riding one cross-country has quickly developed an appreciation for all it can do. The way the Sugar Bear front end with extended rockers works with the Rubbertail provided an automatic trail correction. This combination makes Bob's "Platinum Smoothie" handle better than the talented crew at Performance Specialties expected. A bike like Bob's can be had for around \$33K, which isn't very steep considering all of the technology you'll have between you and the road. The price tag will fool nearly anyone, since most folks seem to think they would have to spend at least \$80,000 these days for such a scooter.

Tom Vasilaros owner of Performance Specialties (www.perfspec.com) surrounds himself with guys that are constantly on the cutting edge of two-

wheeled V-twin performance. The SoCal company is known for creating truly incredible bikes for discriminating and demanding riders all over the world. They will be carrying on the development of Jim Feuling's W-3 project, as well as putting together the finely crafted Rubbertail machines that have made Performance Specialties famous. When Bob was talking to Tom about his project, Tom suggested something that would put the Harley-Davidson Twin Cam "A" motor Bob had selected into an entirely different category of performance. Working with Keith Terry of Terry Components is a privilege for Tom, resulting in an ability to dial-in huge amounts of predictable power and a superbly smooth throttle response. While other bike builders are at events and shows, Tom and Keith are doing dyno runs and performance tests to insure that all of their controllable creations can really crank it out.

Bob's bike has a lot of innovative details that are not all visually apparent. While it has Harley-Davidson's silver Twin Cam motor with a Screamin' Eagle 95-inch kit, it's only a \$3,000 motor. A meeting of the minds between Tom and Keith has produced a proprietary

downdraft fuel-injection induction system with results that make all of the difference to a true road rider. The price tag for all of this techno wizardry is a mere \$3,500. This causes some to have sticker shock, which produced an initial problem with marketing this technological marvel— getting someone to see the value of a system that simply ain't real cheap. What would entice someone to spend more on their induction system than they shelled out for their motor? Only the second downdraft fuel-injection system in the world. It's \$3,500 per system plus mapping the fuel path with a laptop, which is similar to jetting your carb every block. Proving it's worth on the dyno makes it easy to pay more for the induction system than the motor. You can map out fuel paths on an Apple Powerbook to dial in the most unbelievable combination of power ever. The way this motor spins the HiTech 4-inch primary is nearly spiritual. It's smooth, fast, and powerful, the way every bike should be, and looks great with our red-headed Fox Hunt winner, sexy Stephanie— making a special appearance— wrapped around it.

—Jeff Moore







Owner: Bob Edwards
City: Woodland Hills, California
General
Fabrication: Performance
 Specialties
Year/make: 2003/Rubbertail
 Chopper
Model: Rubbertail Chopper
Assembly: Performance
 Specialties
Time: 4 months
Chroming: South Bay Chrome
Engine
Year: 2003 TC-88 A
Rebuilder: Performance Specialties

Displacement: 95 cubic inches
Cam: S&S gear-drive cam system
Carb: Terry Components
Pipes: Grumpy's
Transmission
Year/make: 2003/H-D
Painting
Molding: ..Performance Specialties
Painter: Bill Carter at Performance
Specialties
Color: platinum pearl
Type: Diamond
Special paint: Performance
Specialties

Frame
Year: 2003
Type: Rubbertail
Rake: 42 degrees
Stretch: ..7 inches up and 4 inches
forward; front end is 18 inches over
Shocks: Works Performance

Accessories
Handlebars: Flanders
Risers: Sugar Bear
Handlebar controls: Arlen Ness
Fenders: Performance Specialties
Headlight: Headwinds
Taillight: side mount Paul Yaffe
Originals

Pegs: Arlen Ness
Foot controls: Arlen Ness
Gas tank: CCC Customs
Seat: High End Products
Grips: Cyril Huze

Front end

Type: springer
Builder: Sugar Bear

Wheels

Make: Black Bike
Size: 21-inch front, 18-inch x
8.5 -inch rear
Tires: Metzeler
Brakes: GMA
Photos: Rick Hulstead



What's In A Name?

I'm one of those guys who doesn't have a lot of regrets. I'm no millionaire, but I get by. I've got a wife who doesn't freak out the bathroom scale when she walks in the room, two kids who have never attempted to kill me in my sleep, and I've only been shot at by loved ones. Life is good.

There is, however, one thing I've always wanted. One thing I've never had. One goal yet unsatisfied. I've never had a real cool nickname.

I've known people with cool nicknames. Mad Dog, for example, who got his very cool nickname because he used to get drunk, howl at the moon, and puke all over himself. Actually the puking wasn't that cool. Or Mongo who got his nickname because he could fart like those dudes in the bean-eating scene from Blazing Saddles. Yet despite my many impressive deeds and contributions to society, the closest I've come to a cool nickname is my wife repeatedly calling me idiot.

One reason I'd like a cool nickname is,

like many people, I've never been that impressed with my real name. Greg White doesn't exactly scream cool, unless you're that road-racing scooter guy turned TV sports host Greg White, which I am not. I don't have the worst name in the world, but it doesn't command respect. It doesn't say "get out of my way or I'll walk over you." It kinda says, "Excuse me, I'd like some more salad dressing." If only we could name our parents.

Which brings me to my point. Your name and what it says about you. What people think when they hear it. This is important stuff if you plan to name a rugrat any time in the near future. Don't go burdening them with some handle that'll land them in lifelong therapy. If you name your kid Lionel or Felix you might as well beat them at home and save them the trouble of walking to school. And don't go getting too fancy. Shalassandra might seem cute and creative on a baby girl, but less so on a 15-year-old juvenile delinquent who is in

full-scale rebellion because she can't fit her name on her student ID card.

So you know, here's a list of various names and what people think when they hear them. Those hidden meanings that can haunt you for a lifetime. Oh, and if you think of any cool nicknames I could have, please contact me. And no, I don't want any more salad dressing.

Trixie: Blonde stripper...or a horse.

Ginger: Truck stop waitress...or a horse.

Earl: Mechanic (sorry, Automotive Service Technician) or a guy that wears tights and rides a horse.

Casandra: Surgically enhanced stripper.

Charlie: Manson...or Chaplin...or Brown. I'm not sure which one is worse.

Peter: Pumpkin eater or guy who looks like a dick.

Dick: Funny penis name or surgically enhanced (yet strangely nonmusical) rock 'n' roll guru.

Richard: Guy who is so freakin' tired of being called Dick.

John: Guy with very uncreative parents, or sexual deviant. (Did you ever notice the only people ever arrested for picking up hookers are named "John"?).

George: Guy with uncreative and somewhat hateful parents.

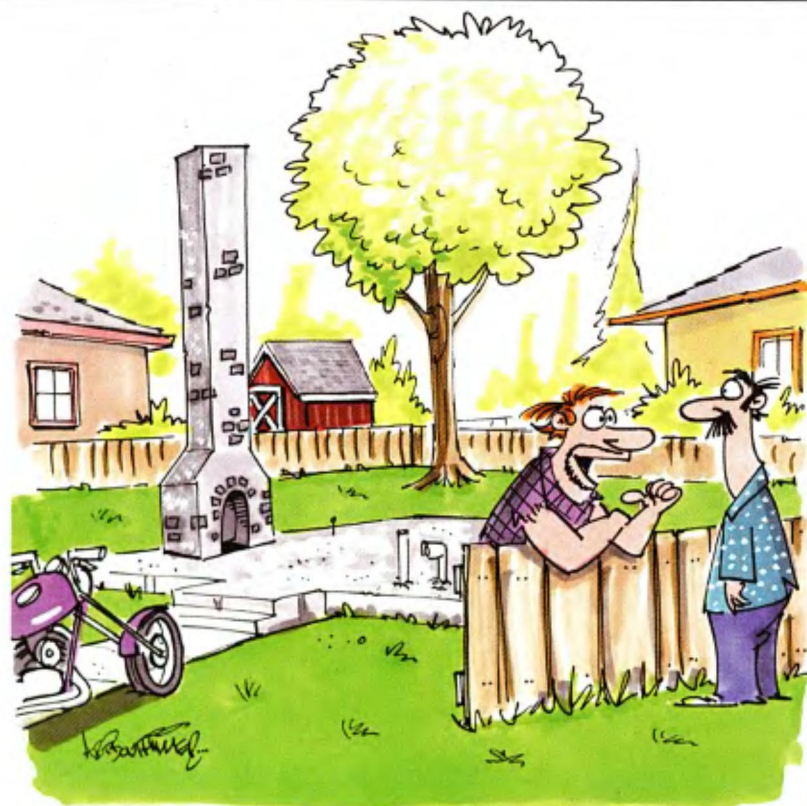
Sherry: Alcoholic stripper.

Bob: Guy who floats in a cork-like manner.

Roberta: Parents wanted a boy named Robert and didn't give a shit who knew it.

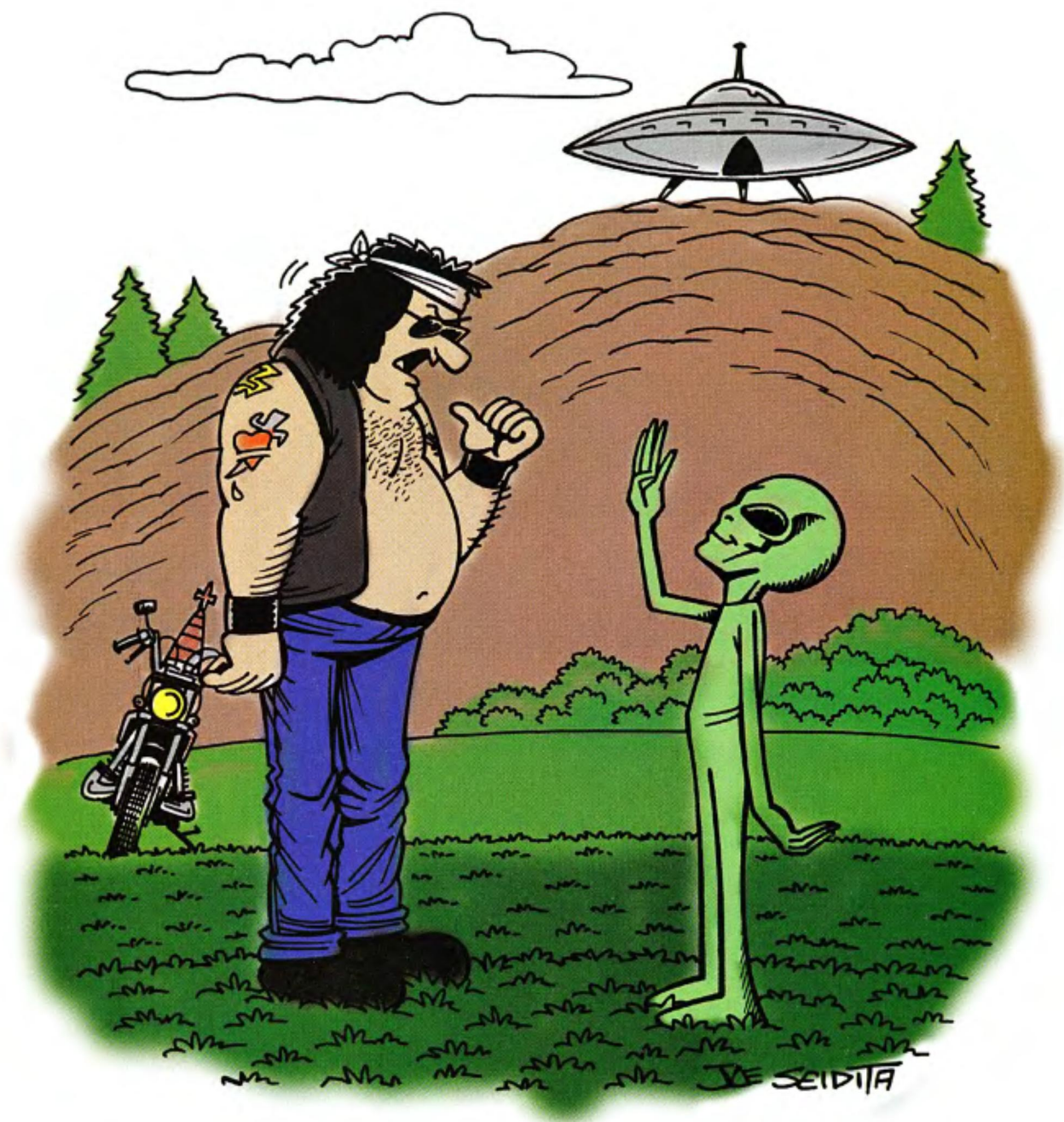
Dave: Kind, benevolent and generous magazine editor who never yells at his writers for repeatedly misspelling words with over five letters.

—Greg White

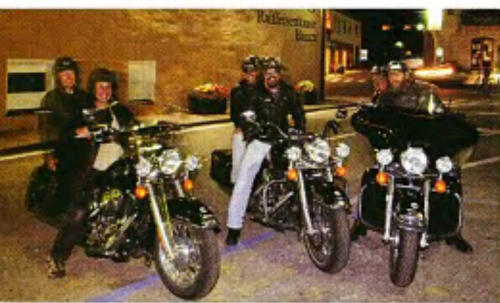


"Yeah, da bitch got the house but I got the bike."

That does it. From now on we're calling you "Skippy." —Ed.



"I HAVE no leader, pal!"

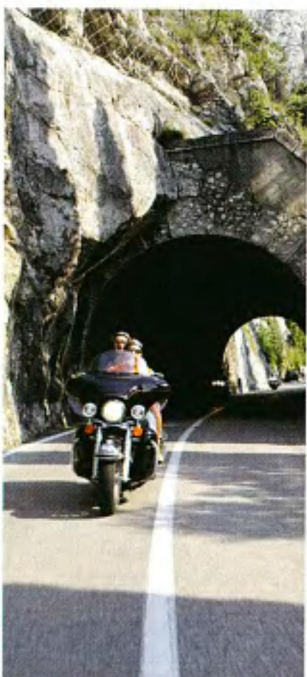
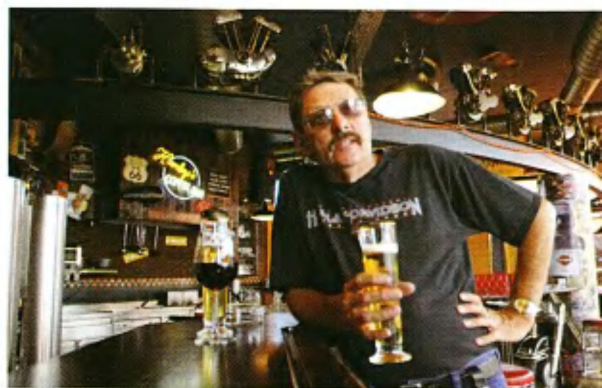


MICHAEL LICHTER'S TWO-WHEELED WORLD TOUR

Alpine Adventure

From across America, five couples packed their leathers and rain gear, left their respective towns and crossed the Atlantic where six Harleys were waiting. My wife and I were one of those five couples. Innsbruck, capital of the Tyrol region of Austria and home of the 1964 and 1976 Winter Olympics, is where we met and the starting point for a 12-day Alpine adventure. For some, this was their first trip









to Europe; others were seasoned travelers while my wife, Catherine, the "legal alien" in the group, was just returning to her side of the pond.

Werner Wachter invited me on the trip during Bike Week in Daytona, Florida. I had heard incredible stories about how great Worldtourer's trips are from Arlen and Cory Ness who rode on one with a group of their friends, but this was an opportunity to try it firsthand. Werner was certain I would love it and would want to share the experience with *Easyriders'* readers. For those that aren't familiar with them, Worldtourer is the Harley-licensed tour division of Edelweiss Bike Travel that has been in the bike travel business for over 20 years. They offer seven different Harley tours of Europe, as well as two in Australia and two in America. It has been said that their reputation for their choice of routes, guides, hotels and attention to detail (how did they figure out it was my birthday?) is second to none, but I was going to see if this was true.

Worldtourer guides were waiting for us at the train station to bring us to our hotel. We had flown into Munich earlier that day where we boarded an Iron Horse for the three-hour scenic route to Innsbruck. Except for Butch and Vicky, who drove in from Zurich, Switzerland, where they landed, the others flew into Innsbruck. We were surprised to see a Best Western sign hanging above the

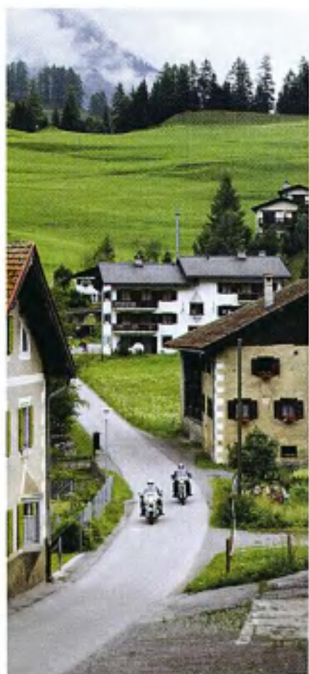
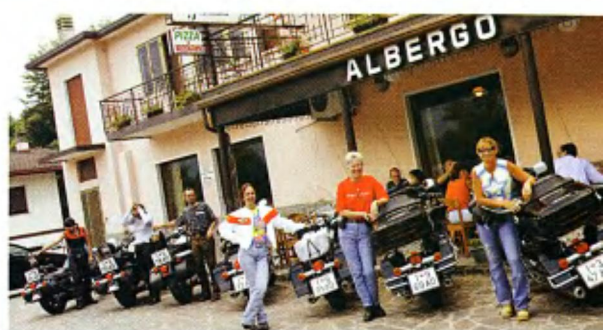
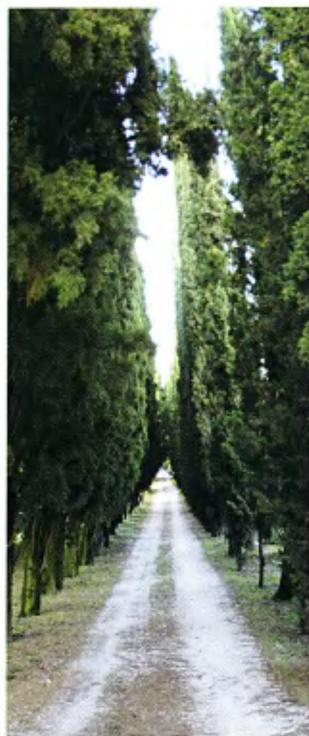
entrance to our "Delux" hotel but it didn't take long to realize it wasn't like the Best Westerns we are all used to seeing. For one thing, Mozart, Goethe, King Ludwig and Emperor Charles V never checked into any Best Western I've encountered, nor have I ever seen one that dates back to 1390. Sitting on a cobblestone street that is even older than the building, this hotel has a big cafe out front with waiters all doo'd up, oil paintings hanging everywhere and our room overlooked the old town square. Down comforters covering the bed were a nice touch too. You don't normally see this in the U.S., even in a deluxe establishment.

We met the other riders and our hosts/guides from Worldtourer over local beverages and dinner. You can tell who has been here before, they went straight for the Weiss (pronounced "veeche") or wheat beer without passing "go." Our group was brought together with a shared love of Harleys and an interest in travel but different reasons brought each couple to actually sign up for the tour. Bill and Dagny, and Butch and Vicky were the newlyweds in the group, their agenda was clear. Win and Darlene were there to meet Mike and Arlene with whom they had ridden on a Worldtourer trip once before; a reunion of sorts. Then there was me and my Irish bride of 20 years. Werner's invitation was timed perfectly with our big anniversary. All I had to do was

convince Catherine that there was no way to better celebrate an anniversary than to ride behind a mad man on a mission with a camera suspended at arms length over rolling pavement as our Harley Softail navigated 220-degree mountain switchbacks. And don't forget how exciting it is to race ahead of the pack at stupid speeds to set up shots or for the joy of searching—waiting for the perfect light. Well, maybe it's a little more fun for me. Catherine being the trooper she is regarding her husband's work and Worldtourers amenities came together and we were on-board.

Everyone was checking each other out that first night to see what kind of ride this was going to be. We could always split up into smaller groups or take off on our own if things weren't going as hoped for but why not check it all out first. By the time everyone had finished dinner and a number of those local beverages, we said good night feeling we were off to a great start. Good company, good food, good drink, "picture-postcard" scenery and spectacular accommodations; what more do you need?

The first morning together gave us an idea about the great buffet breakfasts that would be the standard of the trip. We came down and ate mostly on our own, gathering afterwards for the daily rider's meeting. That was the one thing our guides felt strongly about;



make it to the riders meeting and bring your luggage with you. We reviewed the day's route and received some pointers on high alpine riding. After that, the day was all about riding, touring and—most of all—having fun.

The Harley shop was very cool with a complete Harley-themed bar and cafe attached. Antique bikes decorated the place, engines became beer taps and people were sitting around drinking espresso, which we quickly learned is what you're supposed to do over there. The bikes came together quickly. We were all eager to get going. For most, it was just extra layers, rain gear and some personals to strap on and we were off. Like car rentals, you are expected to thoroughly check out the bike to make sure there are no dents and bruises going out unless you want to pay for someone else's carelessness when you return it. For me, an extra \$20 a day for some additional coverage gave me the piece of mind I wanted to have no worries during this worry-free trip. (Of course, there wasn't a scuff on the thing at the end but hey, what is the price of piece of mind?)

And we were off. In a line behind our leader as we weaved through the streets of Innsbruck and headed out of town and up into the Tyrol Mountains of Austria. Vicky was riding a Softail of her own but all the other women rode 2-up, which brought us to the six bike count. We were in the mountains, quickly rising up, switchback after switchback into picture postcard-perfect terrain. I come from Colorado and we don't see switchbacks like this back home. Just to insure I didn't mistake this for the Rockies, we came across a scene that I still think may have been arranged by the Austrian tourist or film board for our benefit. We had to stop on one of the switchbacks near a "quaint" mountain village as "Heidi" with her pig tales and "Peter" with his lederhosen walked their herd of animals from one steep pasture across the road to another. Where the hell do you find 16-year-olds on their summer holidays ready to do that kind of work? (Not my teenagers!)

On we went, with stops for more espressos, down into a valley and a stop at King Ludwig's Linderhof Palace, which was dedicated to hunting. Everywhere we went there were marble statues, pools with fountains, cascading man-made waterfalls, and spectacular rococo architecture. Just more on the list of things we aren't used to seeing

stateside. More riding, more mountains and switchbacks, more espressos, and by 4 o'clock in the afternoon we arrived at our next hotel.

They weren't just teasing us the first night; this hotel was just as nice. Best of all, they also had the down comforters and our luggage waiting for us.

The view of the old town square was replaced with a high alpine mountain-side and the sound of bells ringing from the herd of goats that comfortably walked the steep grassy slopes. This isn't reminding me of Sturgis City Park, 1979, at all! This hotel, seemingly in the middle of nowhere, had its own chair lift that headed right into the clouds. It turns out it is part of a huge interconnected network of ski lifts and ski runs that center around the town of Lech, about 15 road miles away. When I learned that, we left everyone in the bar to take a little side ride to visit Lech where my mother, who was born in Europe, had skied as a girl 70 years ago. Way cool! And we still made it back to the bar to join everyone for drinks before dinner. I could go on but that was only the first day of 12.

For the remainder of the trip, we saw amazing sights: things that you never could have imagined. We saw how differently people can live, and also how similarly. We rode perfect roads through idyllic landscapes. We ate and drank well. We met great people.

We have a lifetime of stories to tell. We rode through Switzerland (passing quickly through Liechtenstein "don't blink or you'll miss it"), into Italy and back to Austria before it was all over. We collected Harley shirts at shops along the way. We had free days in St. Moritz and Venice. We saw where Romeo might have called up to Juliet in Verona and enjoyed a gondola ride through Venice. We did things that fill a thousand lines on my list but I'll jump to the end to say this will go down as one of the best, most fun trips of my life.

"Wow." That's what this trip was all about. Worldtourer certainly lived up to their reputation. Quick, sign me up for next year!

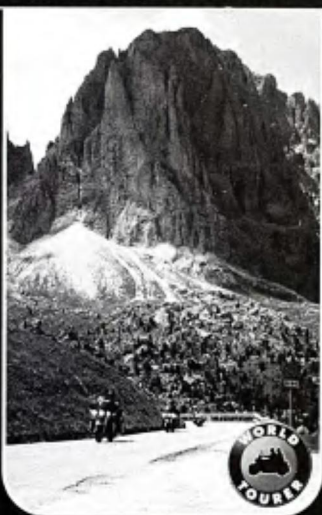
—Michael Lichter

More information about Worldtourer Motorcycle Tours of Europe visit: www.worldtourer.com.

For more photos of Michael's trip, visit his Web site at: www.lichterphoto.com.

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IT'S ALL ABOUT THE CHEESE EASYRIDERS' TOP 10 BEST (OR WORST) BIKER MOVIES

When I was 10 years old, my mom loaded my brother and I into the Ford and hauled our asses down to the drive-in for an evening of good old-fashioned movie entertainment. The bill of fare that night was *Hells Angels on Wheels* starring some punk no one had ever heard of called Jack Nicholson.

From the first scene to the last we sat enthralled by the filthy spectacle before us. It was the coolest thing I had ever seen in my life.

It was a biker movie. My life would never be the same.

Biker movies were a very cheesy phenomenon that happened between 1966 and maybe 1970 that capitalized on the publicity of outlaw clubs rampaging across the 1960s American landscape. As newspaper and magazine articles "exposed" the crazy, violent, drug-soaked lifestyle of the outlaw clubs, shocked Americans flooded to the local drive-ins hungry for more. There have been a couple Biker Flicks from modern times that are worth your attention though, and I'm including a couple of 'em here.

What they've got is cheese. Lots of it. Cheese and more cheese. These movies aren't *Gone With the Wind*. They're not supposed to be. They were made cheap and fast with no regard for "artistic" sensibilities. The plot lines are retarded. The acting and action is occasionally the worst in cinema history. But there's something about these things that make them totally watchable. What they are is bitchen. Some of 'em even feature on-screen appearances by some actual famous outlaw bikers, who acted as advisers, extras and even featured actors. Lemme tell ya, just getting to ogle some beautiful period choppers is worth the price of admission in itself to most of these late-night rerun wonders.

Some of the flicks listed in our Top Ten are actually pretty good. Some of 'em are pretty bad. Some of 'em are so bad that they're good. Impossible to find until recent years, a bunch of these biker movies are now available on video from the folks at Whitehorse Press. If you want yourself a fine evening of boneroo entertainment, score a couple of these and invite your bros over for a film-fest. You'll be glad you did.

I'll note here that I'm leaving out a couple of obvious ones, *The Wild One*, and *Easy Rider*. So much has been written about these two flicks that no more has to be said. OK? OK. Besides, they are both classics that stand above and beyond the term "biker flick."

And now for your dancing pleasure are *Easyriders'* pick of the Top Ten Best Biker Movies of all time. —Beatnik



1. *The Wild Angels* — 1966

"Their credo is Violence—their god is HATE!" The definitive '60s biker flick. A pre-*Easy Rider* Peter Fonda as Heavenly Blues and Bruce Dern as the Loser lead the ill-fated "Angels" from San Pedro on a series of rumbles and road trips. Tragedy strikes when a rumble gets broken up by the cops and Dern is shot while making his escape on a stolen cop bike. The gang busts him out of the hospital and of course he croaks, leading to the most insane drug-soaked funeral orgy of all time.

Made in 1966 by cheapskate genius filmmaker Roger Corman, this is really the flick that launched the biker movie craze. This contains some of the coolest dialog ever. "What do we want? We want to be free—free to ride our machines—free to ride our machines without being

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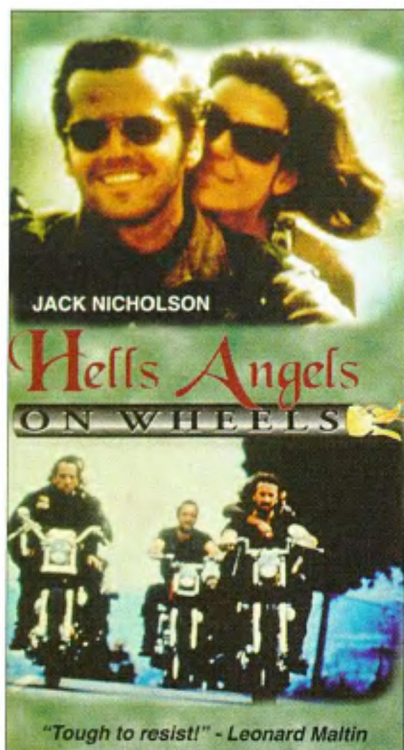
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hassled by the Man! And we want to get loaded!" Lot's of real bitchen bikes and riding scenes in this one, and not so bad to drool over a nubile young Nancy Sinatra neither.



2. *Hells Angels on Wheels*—1967

The opening sequence in this movie is one of the most powerful visions of the biker world there is. Jack Nicholson plays Poet a drifting loner who tangles with, joins and then quits the Hells Angels. The action that ensues is some of the greasiest fun you could ever see. They fight, they love and they ride like friggin' maniacs.

3. *Rebel Rousers* — 1967

Jack Nicholson, Bruce Dern and Harry Dean Stanton lead their gang into a little desert town for some sociopathic good times. Cameron Mitchell and Diane Ladd are a couple of squares who stumble onto the gang's psycho beach party (this ain't Frankie and Annette) and are taken as prisoners. Natch, Nicholson is great as Bunny, the demented loose cannon with the coolest pants in town.

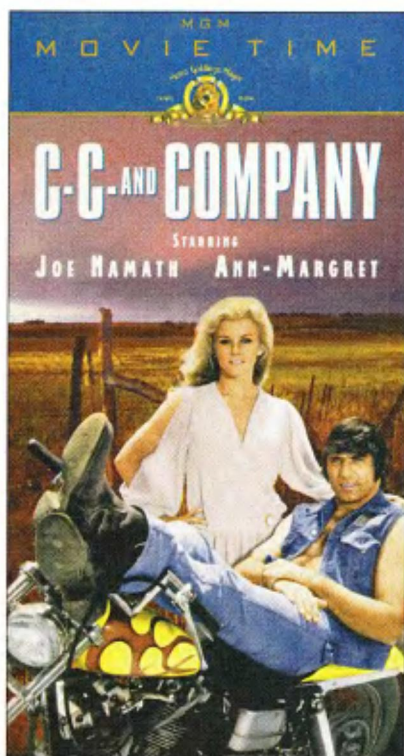
4. *Savages From Hell* — 1968

"Their motors are flaming, their mamas are on fire...they're dogs on the loose!" Bikers, beach parties, body painting, death by dune buggy, interracial lust, and a good old-fashioned cat fight all gleefully collide in this slab of cheddar. This flick was made by Mexican kiddie horror

kingpin K. Gordon Murray. Once called "the Ben Hur of biker flicks," this one pits the outlaw bikers against migrant farm workers, with a good looking babe caught in the middle.

5. *C.C. and Company* — 1969

Football legend Joe Namath teams with Ann Margaret in this tale of a smooth-talking drifter C.C. Ryder (Namath) who rides with a gang called the Heads. When the gang attacks a New York Fashion writer (Margaret), Namath breaks ranks and goes on the lam with Ann. Yeah, like you wouldn't! Danger, passion and suspense build with each narrow escape until the final race to settle the score.



6. *The Black Angels* — 1971

An epic exercise in bad acting, the flick centers around an ongoing gang war between two cycle mobs, the Choppers, (a real Southern California black MC) and Satan's Serpents. Best of all, the Black Angels contains one of the best lines in cinema history, "I'm gonna kill you, you no-good egg-suckin', finger-lickin', snot-pickin', scuzzy-faced rat!" Gotta love it.

7. *Hells Angels 69* — 1969

Starring the real Oakland Hells Angels, this casino heist caper is just weird from beginning to end. Jeremy Slate (who wrote it) and Tom Stern play a couple of bored jet-setters who concoct a truly stupid plan to rob a Las Vegas casino by posing as members of a fake motorcycle

gang (the Witches from Salem, Mass.). They hook up with the Angels for a few weeks of riding and scheming. The story here is totally retarded. What's cool is the Angels not really acting but being themselves. And Terry the Tramp just flat fucking RULES. The final chase scene, well, let me just say...Patch Holders on dirt bikes!



8. *Angel Unchained* — 1970

Bikers versus townies in defense of hippies. Don Stroud plays Angel, a wandering biker who rides into a small town looking to leave his past behind. He finds compassion from a young Tyne Daly who lives at a hippie commune just outside of town. The townies, of course, hate the hippies and tear them up relentlessly. Angel recruits the help of his old gang, who then ride in like a freak cavalry to save the day.

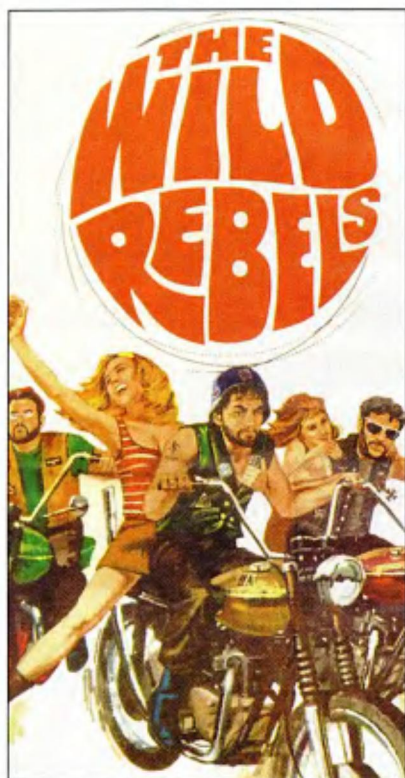
9. *Born Losers* — 1967

The movie that introduced the character of Billy Jack to the world. Tom Laughlin plays the aforementioned Billy, a half-breed Indian who single-handedly kicks the living shit out of a bike gang as they plot their reign of terror on small-town America. The gang leader, played by Jeremy Slate, has the goofiest big white sunglasses you ever did see.

10. *Stone Cold* — 1991

OK, this is not from the '60s but it deserves to be mentioned here because

it actually brings the vibe of old biker flicks into the modern age. Football bozo Brian Bosworth plays John Stone, an undercover cop assigned to infiltrate a notorious bike gang led by "Chains," (Lance Henriksen). Henriksen gives a badass performance, as does William Forsyth as his second in command, "Ice." The plot thickens as we learn the gang's plan to rescue a member on trial with a full military assault on the state capital. Check it out. There was a similar movie called *Beyond the Law* with Charlie Sheen but this one is way better.



There's lots of other two-wheeled treats that almost made our Top Ten Biker Movie List. *The Wild Rebels*, *She Devils on Wheels*, *Run Angel Run*, *Chrome and Hot Leather*, *Werewolves on Wheels*, and *The Loveless* are all worth a gander. There's a whole bunch of 'em out there that are available on video nowadays thanks to Whitehorse Press, so check 'em out. Also, if you're into the whole cycle cinema thing, read Mike Seate's excellent book *Two Wheels on Two Reels*, also available through Whitehorse Press.

These videos and a killer collection of books about motorcycles can be obtained by visiting the Whitehorse Web site at www.whitehorsepress.com, or call 800-531-1133 to order.

Happy viewing ya greasy bastards!

—Beatnik



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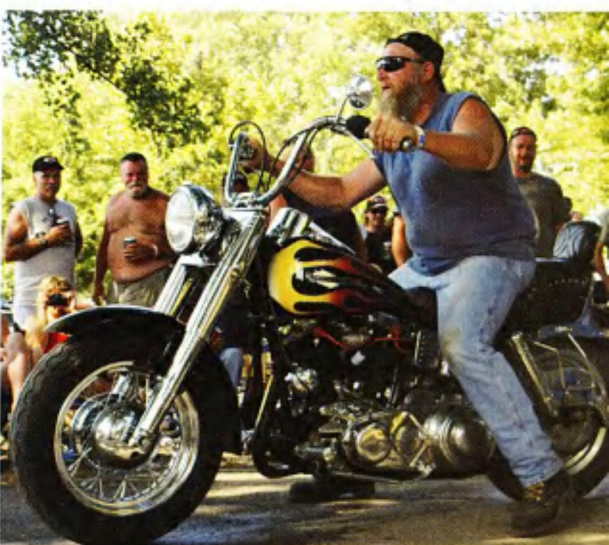
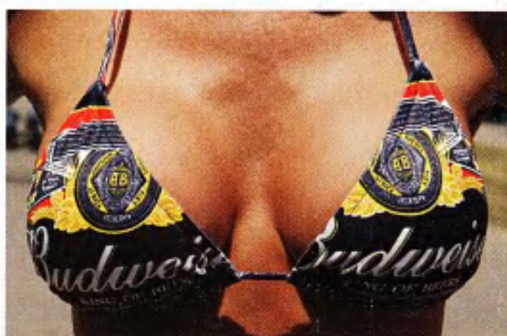
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The low gray clouds blew a cool wind across the unseasonably chilly July morning. I crawled onto the back our Road King and felt the same thrill of excitement as I did on my virgin ride...funny how even though I now pound the pavement on my own Sporty, I still lose my heart to the first Harley I rode. Her 95-cubic-inch heart rumbled to life, and I found myself lost in the roar of the Milwaukee heartbeat, the freedom of the highway and the sweetly erotic scent of leather and wind.

As the sky grew more ominous, we rode on, determined to make the 500-mile trip in one day. Around lunchtime large splattering rain drops drove us into first a ragged old barn, where we encountered a few other drenched bikers, then under a shed at a drive-through liquor store outside of Memphis, Tennessee, where we watched the driving sheets of torrential rain flood the flatlands all around us.

Just as we were considering holing up in a motel and heading for the bluegrass the next morning, the sky began to lighten to the east. The heavy downpour eased to a steady drizzle, and we struck out again along a little two-lane toward the lighter clouds with renewed determination. About the time we hit Interstate 55, the sky turned a blue as soft as a baby's sigh and we were kissed by a golden sunlight that seemed to shine just for us. Our Harley was headed out toward Little Sturgis, as sleek and fast as the thoroughbreds that call Kentucky home. Before I knew it we were crossing the long skinny bridges in Illinois, and then the Kentucky state line.

We woke that Saturday in Paduca, with a nice hour or so ride to the rally itself. The road seemed to be designed for a two-wheeled cruise, meandering in long lazy curves and gentle sloping hills through white picket fences and infinite green valleys. We soon found ourselves



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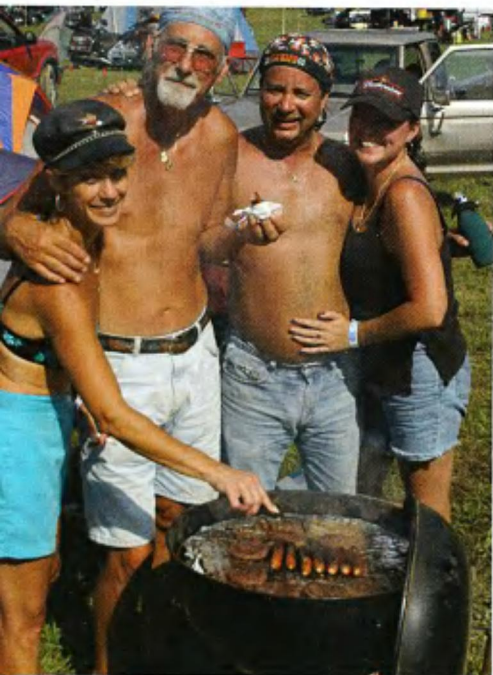
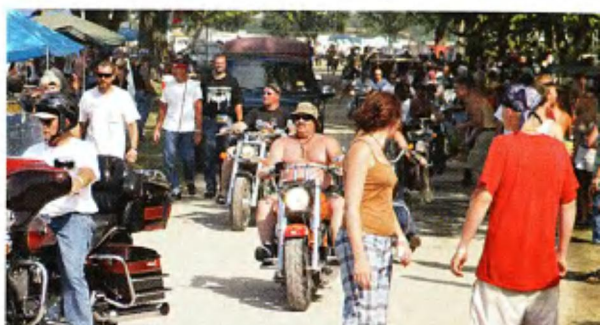
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in the vast fields of corn that surround Sturgis, Kentucky, itself. The winding gravel path dropped us off into a whirlwind of excitement. Cook County Fairgrounds was alive with thousands upon thousands of bikers. Wind-burned men and scantily clad honeys were there to party, to take in the dirt-track races, the sea of aftermarket vendors, great food and non-stop music. As the day began to heat up and clothes began to shed, the whoops in the bleachers drowned out the sound of the races below. When the heat of the direct sunlight got to be too much, there was a huge air-conditioned arena that hosted everything from a motorcycle rodeo to sticky pudding wrestling. Mmmm, tasty.

As night fell, the large arena came to

life again with the sound of the down-home country rock of Black Oak Arkansas, who graced the night with Lynyrd Skynyrd and CCR. Never have I seen more down-to-earth, regular people having such as good time in one place.

When we left the rally around midnight, the local boys in blue had a small roadblock set up, but were very cordial and seemed to be only making sure everyone was safe on the dark snaky road. Thanks guys.

As we made our way back to Arkansas the next morning, I was exhausted, but relaxed from a nice, down-home weekend. I have no doubt that Little Sturgis will soon compete with its bigger, better known brother in the Black Hills.

—Amy White



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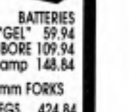
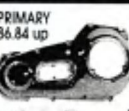
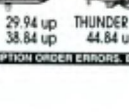
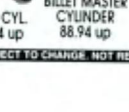
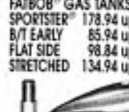
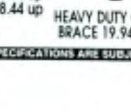
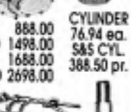
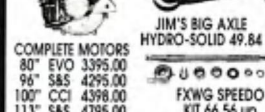
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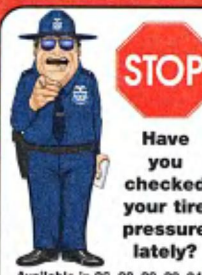
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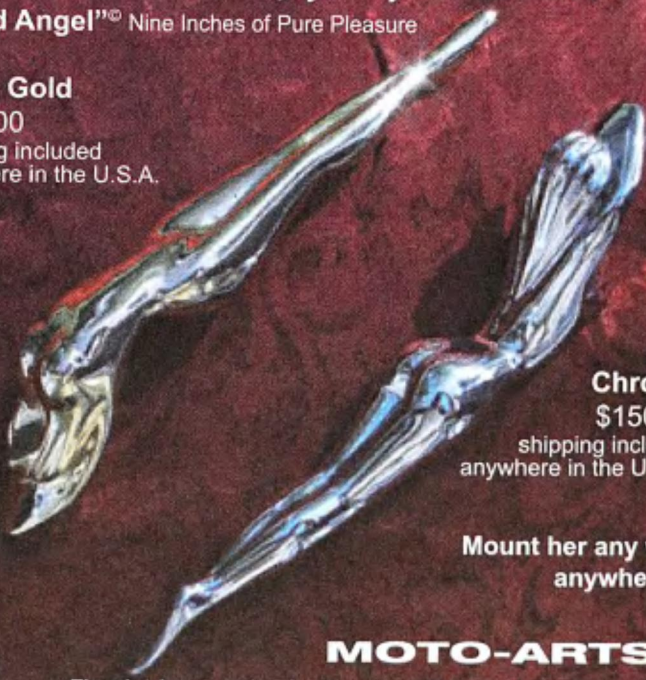
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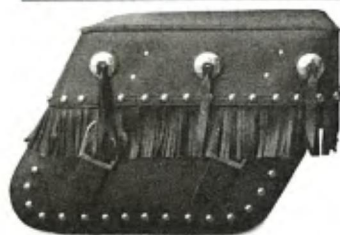
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LATEST UPGRADE KIT FOR FACTORY FUEL INJECTION S&S Vows To Deliver Quality Fuel To Starving Engines The World Over

Times are changing for the motorcycle industry and as it was the case in the automotive industry 15 years ago, electronic fuel injection is now replacing carburetors as a mean to supply fuel to an engine. It won't be much longer now until all new motorcycles will come off the assembly line with EFI. Does it mean that you will soon have to say goodbye to performance enhancements because you're not a rocket scientist and wouldn't know a computer chip if it hit you over the head? Hell no, the entire aftermarket industry has been working feverishly on the subject of performance EFI so you can still hot-rod your scooter well into the third millennium and beyond.

S&S is famous around the world for their namesake carburetors and classic "teardrop" air cleaner covers, for their engines, oil pumps and other engine accessories. Now, the Wisconsin-based company has tied a new string to its bow and offers performance electronic fuel injection for the masses. Let's take quick gander at the systems they now offer and get a crash course in EFI at the same time.

One of the problems that fuel injected engines have posed to performance enthusiasts is the limitation of the stock induction system's length and its ability to supply air to a performance engine. This problem is eliminated by the introduction of the S&S VFI induction systems. S&S has two systems available. The Tuned Induction system features independent tuned runners for maximum performance, while the Teardrop Induction system uses the classic S&S teardrop high-flow air cleaner.

The S&S VFI Induction system features include improved power and torque from idle to redline. The system is designed as an easy bolt-on replacement of the stock intake system and uses the stock fuel pump, regulator and fuel lines.

Both the Tuned and Teardrop systems include a special fuel rail, two high-flow fuel injectors, a pair of high flowing S&S manifolds, and a two-barrel throttle body with large 50mm throttle bores and sophisticated idle air control.



Manifolds used by both induction systems are available to fit the ports of stock-style or S&S Super Stock cylinder heads.

The compact design of the S&S VFI Tuned Induction system and Teardrop Induction system allows a comfortable

riding position and does not interfere with stock engine guards or highway pegs, as shown in the following images.

Call S&S for more info at 608-627-1497 or log on to www.sscycle.com.

—Lafayette



Photos: provided by S&S Cycle

SHEET METAL 101, PART IV Custom Side Panels

This is the fourth and final foray into the world of custom sheet metal for your ride. In previous installments we showed you how to make a stretched gas tank, custom dash and fenders using almost normal household tools and appliances. This time around we will concentrate on creating custom side panels for our FXR-inspired hot rod.

Once again, we've enlisted the aid of master bike builder Mitch Bergeron, known throughout the cosmos as a fabricator of fantastic custom iron. And once again, Mitch will put us through our paces using only a handful of common, everyday tools such as a hammer, a punch, peening and cutting tools, a small dremel, a welder and an everyday, common pencil.

Let's start off by looking at last month's finished rear fender (Photo 1). Take careful

notice of the gorgeous Performance Machine "Player" wheel and the beefy H Maximum rear shock (yes, this is a blatant plug for these products). Now notice that there is a big empty hole right in front of the rear fender where the battery is going to sit. Yes, it's just behind the glorious TP Engineering polished 121-cubic-inch motor and above the magnificent Baker 6-speed transmission (more blatant product plugs).



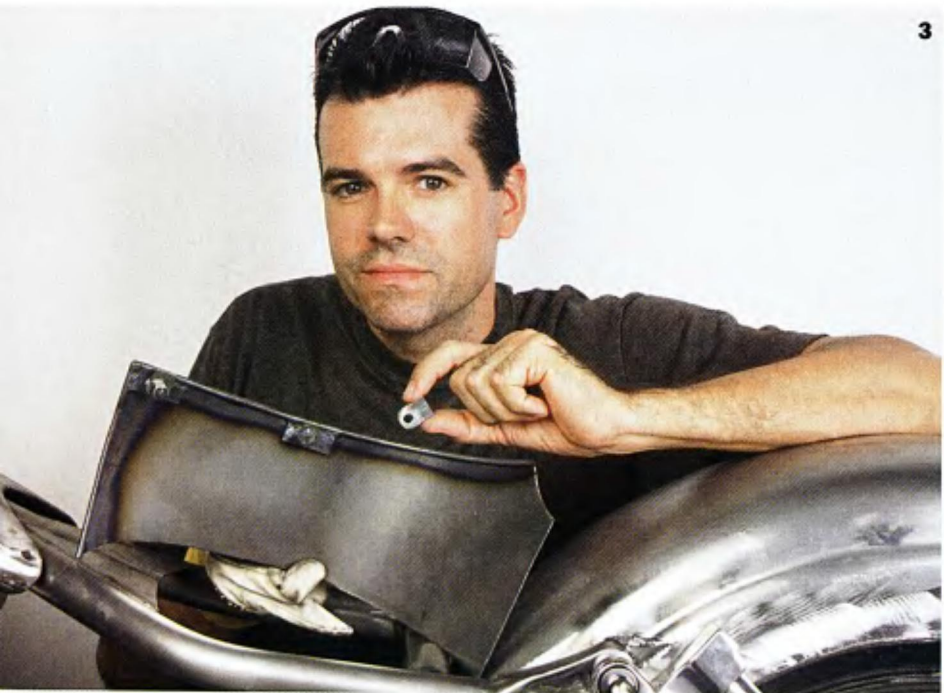


Since the oil tank is part of the trans in this style of bike, we'll make custom side panels to hide the battery and all electrical goodies. And besides, if we didn't, there would be no tech tip in this part of the magazine and you would be looking at blank pages, and as we all know, blank pages in a magazine are just a big fat no-no.

First, Mitch takes a piece of stiff paper and creates a template for the sheet metal (we won't tell you what he has to do to get the paper stiff). He simply tapes the paper

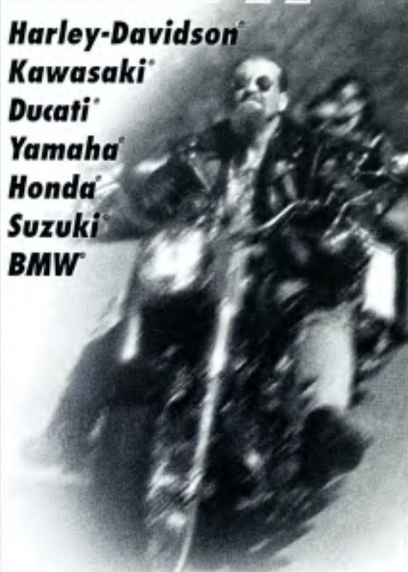
in place and draws the outline of the side panel. He then cuts the pattern out and traces the outline on the sheet metal before taking the tin snips to it. Mitch always uses thin 20 to 22 gauge sheet metal for its ease in working and shaping.

Once the side panel has been cut out, Mitch puts his knee to it, creating the proper bend (Photo 2). Here we see the panel in place. He will have to repeat this process for the other side of the bike since the template may vary slightly. In order to



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Photos: Markus Cuff

attach the side panel, Mitch will weld tabs to the panel piece (Photo 3) and he also welds a rod to the inside edges to make them strong. He uses simple flat stock to create matching tabs on the frame (Photo 4).

Two tabs are welded onto each side of the frame's upper tubing to anchor the side panel in place (Photo 5). Once the panel is attached to the frame and sitting properly, Mitch can remove the panel, smooth it and massage it with his dremel, buff it to perfection, smoothing out any lumps or bumps (highly technical terms). When both sides are complete, Mitch takes the entire rolling chassis apart and sends various parts off for chrome, powdercoating, and paint. The chroming chores will go to the fine folks at Precision Plating while the task of molding and powdercoating the handmade Bergeron frame will go to the terrific team at Concept Powdercoating.

To really make this scooter a show-winner, we need a world-class custom paint job. So, the sheet metal has been sent to world-renowned artist, Fitto of Canada. We'll take catch up with this wily wizard and awesome airbrush artist to witness the Celtic dragon murals he has in mind for our Draconian cruiser in a future issue.

Remember, you too can bend metal and make a moto-masterpiece. The worst thing that can happen is that you screw up and have to bend some more sheet metal, but that's how you learn. On the other hand, if you're saying to yourself, "I can't do this, it's too hard and I might hurt my thumb, waaaa!" Then just give Mitch a call, he's used to hurting his thumb all day long and having all the hair burnt off his arms from welding mishaps. He's standing by right now for your call at 760-772-6690.

—Dave Nichols

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ASK TP ENGINEERING

The Answers To Your Big-Motor Questions

In the last few years we've seen custom bike trends go from top-dollar FXR roadsters to top-dollar long and lean choppers. We've seen tires go from 180 to 250 at the rear end, and nowadays, it seems you can't run with the big dogs in the custom world unless your bike has at least a 113-cubic-inch motor. While TP Engineering and S&S now make excellent 124-cubic-inch megamotors that are streetable, there are rumors of 140-inch monsters coming soon. With the advent of big-inch motors being used in bikes for the street, there are a million questions cropping up by people just like you, who need straight answers from straight shooters in the big-inch arena.

TP Engineering has come to the rescue with this little primer on big-inch woes. As a respected name in aftermarket motors, they have the answers. Here are a few of the most often asked questions about going over the 100-horsepower threshold.

—Dave Nichols

1. My big-inch motor is down on horsepower—I was told the motor would have 100 horsepower and it only has 88—does my exhaust have anything to do with this?

Yes, your exhaust system may have plenty to do with it. We have seen horsepower gains of anywhere from 12 to 22, all depending on the exhaust system.

2. I'm interested in a show-polish motor for my bike. Should I have any concerns about whether the motor will run any hotter than a regular polished motor?

Yes, the show polish motors—polished between the cylinder fins—will definitely run hotter than regular polished motors. You need to think about your riding habits and what your objective is. If you are strictly looking to show the bike and not ride too much or too long, you can opt for the show polish. If you plan on riding on a daily basis for any extended time, go with a regular polish finish.

3. Can you explain the advantages of forged components over cast components, such as rocker arms?

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4. I'm planning on purchasing a 5-inch belt system for my bike. Should I worry about bearing support in my engine?

It is something to consider if you are building a bike for cross-country riding you may want to buy something smaller. The left-side engine bearing was designed for a 1-inch drive chain, so the wider you go the more stress you will put on the bearing.

5. I've heard a lot about compression releases lately. Does my big-inch engine need compression releases?

It really depends on how the big-inch engine you purchased was designed, its compression ratio, and the cam. If you start pushing over 11:1 on the compression ratio, you should consider compression releases.

6. My bike is running poorly. Can you explain the symptoms and effects if it is running too lean or too rich?

The easiest way to see how rich or lean your engine is running is to "read the spark plugs." Remove the plugs and inspect them; if they look black on the porcelain then the engine is running too rich, if they are totally white, the chances are the engine is running lean.

7. I just serviced my '93 Fat Boy, which was running great. They changed the oil and I now have oil coming out of the air cleaner. Any idea what the cause may be?

They likely installed a 10-micron Twin Cam oil filter on your bike, which is far too restrictive. Your bike was designed for a 40-micron filter.

8. What do you feel is the proper break-in procedure for my new big-inch motor?

Break-in is extremely important for a long engine life. Stay below 3,800 rpm for at least 1,000 miles. Start-ups are important as well. When starting the bike stay below 2,000 rpm until the cylinders warm up. You can put your hand on the cylinder fins and when you can feel heat (100° F) you can safely begin your ride.

9. My bike seems to be running excessively hot, and it's hard to start. Any idea what's wrong?

Ignition timing is the first thing to check. Ignition timing is very important and if set wrong can cook your engine. Also, check for vacuum leaks, which can also ruin your motor.

10. I bought a new air cleaner for my 121-inch motor and ever since, my bike is down on power. What did I do wrong?

Some of the air cleaners on the market may look real trick, but they are designed for an 80-inch motor, which requires less air through the carburetor. If you restrict air movement through the carburetor you will lose power.

Got a question for TP? Call 'em at: 203-744-4960.

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Have you scored a piston or two in your Twin Cam? Know a buddy who has? How about top-end noise? Are you hearing what sounds like lifter rattle, like maybe things are running just a bit loose? Here's another too-common Twin Cam situation: Are you seeing the oil light maybe flicker on and off a little at a hot idle?

Answer "yes" to any of the above and you're not alone. There's a quick and easy fix for all of this, though, and it's only going to take a little digging around inside the cam cover. The problem, more often than not, stems from a sticking oil-pump relief valve, located in the bottom of the cam support assembly. When this valve sticks in

its bore, oil pressure and flow throughout the engine is critically reduced, most notably cutting down the amount of oil throw-off from the connecting rods' big-end. Limited oil throw-off from the rods means limited cylinder, piston, and ring lubrication, and limited piston cooling. Not good. Freeing up the oil-pump relief valve once and for all, so the pump's full pressure gets to go where it needs to go and do its thing, assures that none of the above ever happens again. It's an easy afternoon's job and doesn't cost much more than pocket change to complete.

Carl Morrow, hardly a stranger to Harley engines (hey, the guy holds 87 different national and world racing records!) first noticed this little glitch in the Twin Cam's oil pump relief valve not long after that engine debuted. A little sleuthing around

on his part uncovered the problem, and ever since every TC engine that's come out of Carl's shop has received this little fix. It's become S.O.P. for every engine build.

Luckily, the Twin Cam's oil pump relief valve is easy to get at and easy to remove. Granted, if the engine is sitting in a bagger bike a few more parts need to come off before the cam cover can be accessed, things like the floorboard and the entire exhaust system. Working on a bike that mounts pegs and a set of staggered duals, however, is a piece of cake. Either way, once the cam cover is off, the oil pump relief valve is right in front of you, and it and its spring come right out of the cam support assembly with the removal of a single roll pin that holds it all in place. On engines equipped with aftermarket gear drives for the cams, the job is that straight-

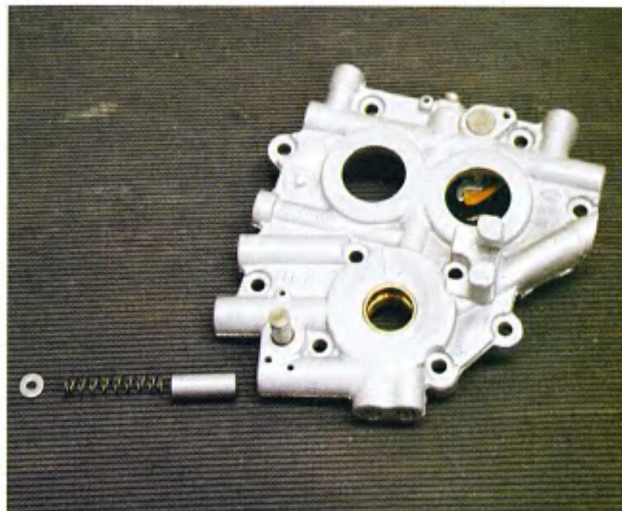


Curing the oiling woes of a Twin Cam Harley is a quick, easy, and virtually cost-free job. A simple modification to the oil-pump relief valve is all it takes.



Look familiar? If it does, you have our condolences. Scored pistons like these are the extreme result of a sticking relief valve, but if you're only hearing noisy lifters or a top-end rattle chances are the relief valve is at fault there, too. Leave the valve unmodified and you're running the risk of sticking a piston sooner rather than later.

Here's the oil-pump relief valve, located in the bottom of the cam-support body. A roll pin holds the spring and valve plunger in place, and in this exploded-view photo there's an extra spacer laid out between the spring and roll pin. This is a nonstock piece, added to increase the spring tension just slightly. The shim is actually a small washer measuring 0.045 thick with an OD of 0.440. It's available anywhere. By the way, this cam-support body is off the engine for display purposes; the job is actually easier when the body is on the engine and securely held in place.



The oil-pump relief valve plunger needs to be skimmed down 0.001, just a slight cleanup using a piece of fine emery cloth. While chucked in a lathe here, a drill press or even a hand drill in a vise works fine, too.



Don't go too far with the cleanup. Measure the plunger often during the shim job, and an ordinary machinist's caliper works fine.



Once again, the cam-support body is in a vise here purely for demonstration; it'll stay on the engine throughout the modification to the pump relief valve. The order of assembly into the bore is plunger-spring-shim.



Complete the job by locking the relief valve in place by re-installing the roll pin. A small Phillips-head screwdriver will push the spring and shim down far enough to start the roll pin.

forward, too; the relief valve's roll pin is readily accessible. On engines running the stock chain drive for the cams it's going to be necessary to first remove the chain tensioner and lift it out of the way. No big deal, but on reassembly just make sure all the alignment marks are in sync and where they're supposed to be. Refer to your workshop manual here (you do have a workshop manual for your bike, right?).

If you encounter a particularly stubborn relief valve, one that absolutely refuses to budge and can't be removed from the bore, you're going to need a new cam support plate. Hey, at least you'll be starting with fresh parts all around.

Either way, with the valve and spring out of its bore and in your hands the necessary modification is easy. The oil pump relief valve (a plunger, actually) needs to be carefully cleaned up and then turned down approximately 0.001. No special machine shop work is required; the valve can be chucked up in a lathe, drill press, or even a hand drill held in a vice. Get it spinning and dress it down with a piece of fine emery cloth. The goal is to reduce the outside diameter by 0.001, so measure before you start and measure often as you go. A micrometer is nice for checking, but a regular caliper works fine.

Reassembly is the reverse of tear down, with one addition—you're going to add a shim between the valve's spring and the locking roll pin. The resulting increase in spring pressure, combined with the turned-down valve plunger, does the deed. You'll never worry about engine oiling again. The shim you'll use is actually a small washer. It needs to be 0.045 thick with an outside diameter of 0.440. Take a micrometer or caliper to the hardware store or bike shop and measure through the bins to find the exact shim/washer you need.

And that's it. For years the guys at Carl's Speed Shop have kept this little trick to themselves; a racer or a pro engine builder doesn't turn loose all the secrets. However, when they do decide to divulge the good stuff it's useful to listen up and then get back to your own garage and do likewise. Especially when it doesn't cost anything but pays big dividends.

—Joe Kress

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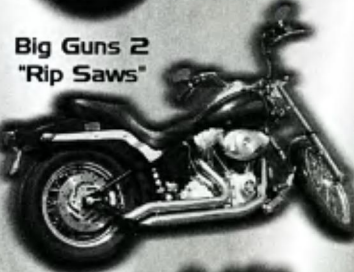
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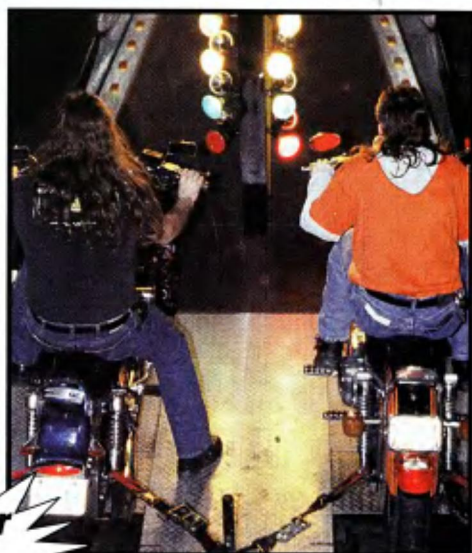
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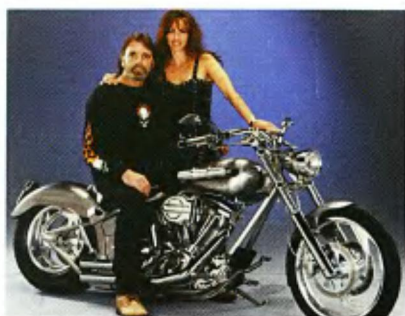
ReadersRides

D.J. Weil Fenton, Missouri 2000 Big Boyz

Extrapolating what some ads in this mag might tell you, size not only matters, it can actually be *detrimental* to your enjoyment. Just ask D.J. here. At 6 foot 6, D.J.'s a big fellow, and while looking for a bike for himself in Sturgis a couple of years back, he found nothing that would fit him, thereby severely handicapping his enjoyment of the Black Hills.

So what's a big fella to do but build his own ride? That's what D.J. did, and in the process, he not only came into possession of this awesome sled, he also parlayed his experience into a business called Big Boyz Custom Cycles, which D.J. and his wife Tricia now own and run.

"At the time, nobody seemed to build bikes that would fit me, so we got into



the business of building bikes to fit bigger people," D.J. elaborates on the concept, adding that upon his empty-handed return from Sturgis, "I ordered the parts for 'Bare Metal,' and it took me two months and one day to build."

A closer look at the technical data reveals that D.J. didn't scrimp. The motor, for instance, is a 2000 Merch 131 Stage III, while the pistons are a pair of Ross Forged

426 Hemi, and the tranny has six speeds and comes from Baker. But it started with the frame, of course. "We were looking around for a suitable frame," D.J. explains, "and were even thinking of building our own, but then we found just what we needed at Rolling Thunder, because they build to our specs." Thus, Bare Metal's frame has a 5-inch stretch in the backbone and a 38-degree rake. On top of the frame sits an Independent gas tank with twin nitrous bottles for superior propulsion, while the Ness-built front end was stretched a tad by the folks at Thongs and Leather.

There are many more items on Bare Metal, which you can glean from the shop's Web site that you can find by surfing to, www.bigboyzcustomcycles.com, along with some of the other prime examples of what folks around St. Louis ride these days. —Tripper



Photos: Steve Smith Studios

ReadersRides

John Mulverhill Syracuse, New York 2001 Special Construction

Jack Miesner, the guy who made us aware of this beautiful motorcycle, thanks us for publishing such a "cool magazine to help me pass my stay here in prison," adding that he's read our rags "faithfully for the past 12 years."

I just hope that doesn't mean he's been behind bars for that long. Another thing I wasn't quite clear on (and since we're not in the habit of calling folks in jail for clarification, it'll remain unclear), was why he and not the rightful owner sent us these photos. Did John ride his bike into prison for Jack to take photos of it? Or did Jack ask to have the photos smuggled into his cell by means of a delicious chocolate cake, so he could drool over them and then smuggle them into our hands via some secret communications link to the outside world? Or, even more intriguingly, is John really Jack or vice-



versa, with one suffering from multiple personalities and the other having to go along with them because....

Oh, never mind! The answers to these and many other mind-boggling questions may never be known, but we're grateful

to be offered such an enticing glimpse into the motorized world of John. Or Jack. Or both.

We are looking, after all, at a 2001 custom bike outfitted with a 100-inch RevTech motor and a 5-speed RevTech tranny neatly framed by a '99 Hard Body softail-type frame. Breathing through a set of Samson Ground Pounders, the bike features such items as Carlini bars, a Jesse James rear fender, Ness mirrors, grips, and headlight, as well as a Donnie Smith tail-light. The bike was built by the folks at Vengeance Cycles in Syracuse, New York, and the awesome paint was laid on by Peter "The Gun" Cangeni.

I wonder if The Gun had anything to do with Jack's current address.... Jack further asks us to thank "Bull and the guys at the Vengeance Motorcycle shop for all their time and patience they put into this steel horse."

Well, that's the least we can do for Jack, or John, or whoever this guy is.

—Tripper



Photos: owner

Kevin Claxton
Thomasboro, Illinois
1990 FXRS Custom

Against my better judgment as a serious journalist (and you know we're serious here simply by looking at all the pretty pictures), I let Kevin's painter tell the story. The result is, of course, a totally biased account of what this bike is about, because, as should be expected, the emphasis here will be the paint job. But I shouldn't complain. After all, a different point of view only helps to broaden the cranial horizon.

"After Kevin first built the bike," Kelly, the painter, begins this colorful tale, "he was going down this country road one night and came upon a sign that said 'curve.' Well, it was a curve, all right, but a much sharper one than Kevin had anticipated, and off the road he went. My paint job was pretty much ruined."

Much damage was apparently also done to the bike, but not too much to



Kevin, because he quickly turned around and, out of necessity, rebuilt, this time with a brand new Harley frame, a 100-inch RevTech motor, and a 6-speed RevTech transmission. The old paint job had a chain around the tank and other parts of the sheet metal, but this time,

Kelly aimed to improve the scheme. "This time it's got a pad lock that's intertwined in the chains on the tank, and it's got some screaming faces on it," Kelly explains. "Most of the parts are all stock Harley. The bars...gosh, I don't know what he's got there. But instead of putting the dash on the tank, he took all that off so you can see the pad lock on the tank." Very cool.

Estimating that Kevin has "about 40 grand in this bike," Kelly makes no bones about the fact that at least 10% of that outlay was due to his bill. Since the old bike already took "Best Paint" at several shows and a second place in the Custom class at the Eastern Illinois Chapter ABATE show, Kelly is, of course, justifiably proud of his handiwork. And while we may not agree with his apparent assessment that a paint job is all a bike needs to get from point A to point B, its price tag may just help Kevin avoid any sharp curves in the near future.

—Tripper



Photos: Kelly Kocher

ReadersRides

Joe Curtes Huntington Beach, California 2000 FXSTB Night Train

There are two constants in Joe's life: Snowboarding and Harleys. This may not be a winning combination for most of you, since you have to be in snow for one and can't be in it for the other, but Joe knows how to make such opposites work. Born and raised—ominously—in Milwaukee, Joe made his way out to Vail, Colorado, where he remained for nine years, making a living as a professional snowboarder. Now he lives in beautiful Huntington Beach, California, where he works for a snowboard boot company. To the uninitiated, snowboard boots in the surfing capital of California may seem a far stretch, but Joe assures us that the city is also a major hub for this type of business.

Having been in the snowboarding business all his life, Joe says he started riding Harleys about seven or so years ago, in the process going from a Badboy to a Fat Boy and ending up with his current ride, the Night Train strutting before your eyes. Regarding the bike's ingredients, Joe says, "I wanted something pumped up and really simple. I love custom bikes, but so many people put so much extra stuff on them...."

Horrible, isn't it? To insure that his ride wouldn't end up such a ghastly monstrosity, Joe kept to the more subtle enhancements, like the Screamin' Eagle big bore kit, which turned the formerly stock-volumed bike into a 95-inch...well, screamer. "I also put some Samson Ground Pounder pipes on there, which I cut off at the request of my friends, due to too much dust blowing," Joe adds. "Plus, I lowered the back end, squeezed a 150 tire under the fender, put an old-school air cleaner cover over the carb, and had some ghost flames painted on by Danger Graphics in Denver."

The bike also boasts a LePera flame seat, flame grips and pegs from Ness, "a headlight from my wife Ursula's friend Suzy at LazerStar Lights, and some spikes for my cut-down tank panel."

Joe says he's thinking of building a ground-up rigid, but I'd suggest that he do some research into the possibility of a combination snowboarding/motorcycle boot....There's gotta be a market for that somewhere.

—Tripper

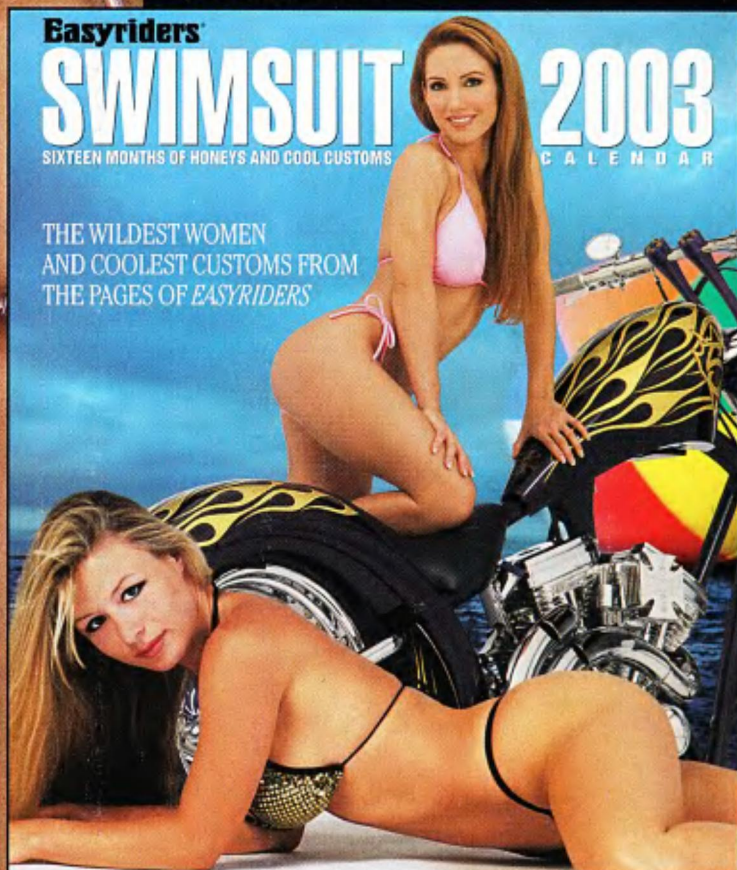


Photos: Jeff Curtes



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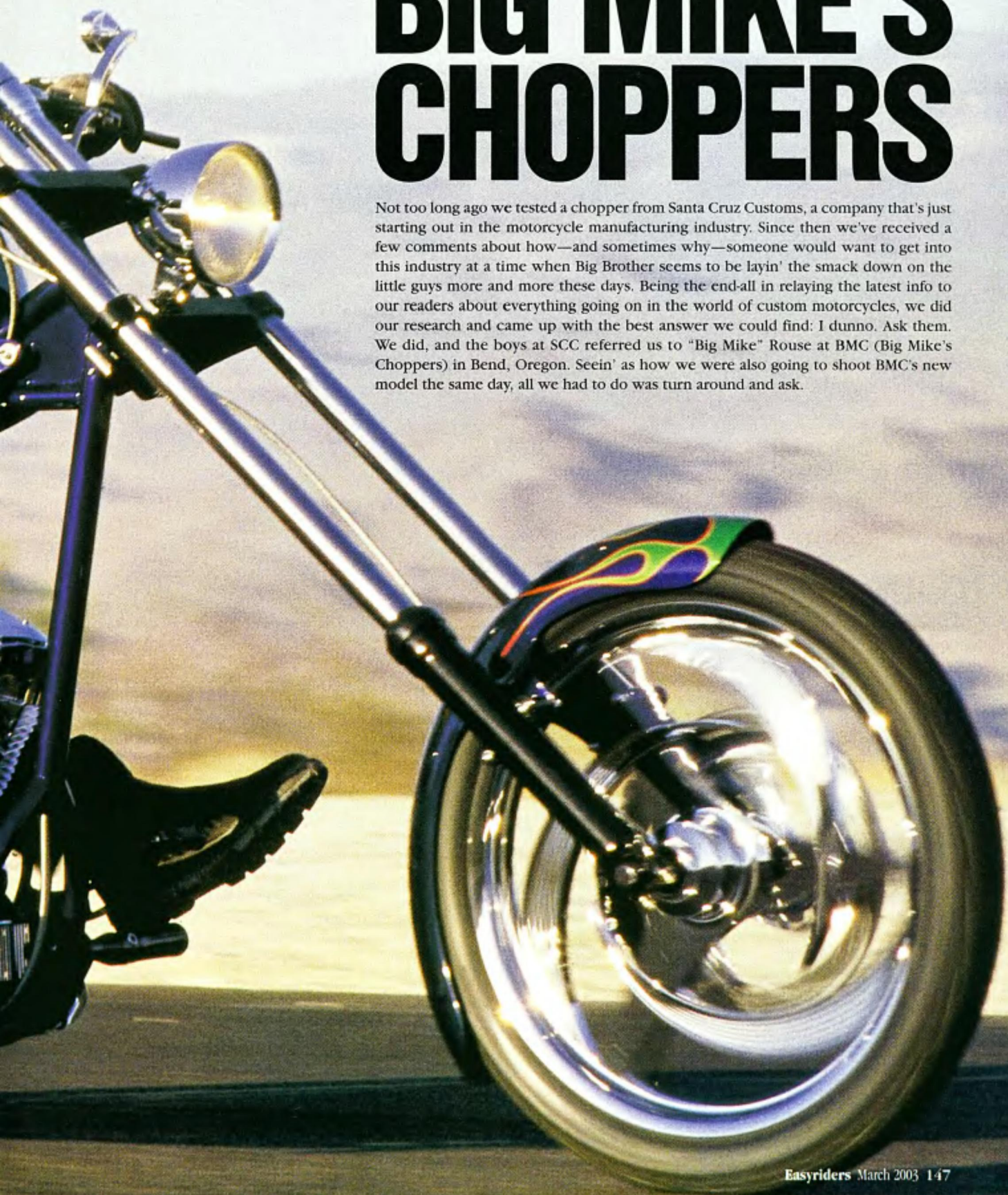
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NO LIMITS TO HIS SUCCESS

BIG MIKE'S CHOPPERS

Not too long ago we tested a chopper from Santa Cruz Customs, a company that's just starting out in the motorcycle manufacturing industry. Since then we've received a few comments about how—and sometimes why—someone would want to get into this industry at a time when Big Brother seems to be layin' the smack down on the little guys more and more these days. Being the end-all in relaying the latest info to our readers about everything going on in the world of custom motorcycles, we did our research and came up with the best answer we could find: I dunno. Ask them. We did, and the boys at SCC referred us to "Big Mike" Rouse at BMC (Big Mike's Choppers) in Bend, Oregon. Seein' as how we were also going to shoot BMC's new model the same day, all we had to do was turn around and ask.



Before we head out any farther, let me bring you up to speed on BMC. Big Mike formerly ran American Eagle in Hollister, California. About the same time as he began designing choppers for that company, things began to get a little lean for some of the bike manufacturers. Mike decided it was time to pack up his designs and head out on his own, building his own style of bike with his own company. As he saw his own business flourish, he also saw the writing on the wall regarding the EPA and all of its "noseyness."

So you think that starting a new company—and meeting all the requirements for the EPA, DOT and all the other agencies that need to abbreviate their names because they're too damn long to spell out—is a piece of cake, right? What are you, new? Although having all that was necessary for the federal VIN and DOT certification and selling many 49-state bikes wasn't a problem, BMC was still chasing the CARB dragon. So like any good businessman, Mike turned to some good friends for help.

"Bob, and most of the crew at Santa Cruz Customs, have been good friends of mine for over 20 years," Mike says. "In fact," he continues, "this chopper was built by me and my crew at BMC to start them off in the right direction and help get him started in this industry. And, it's turned out to be a pretty successful marriage...not that kind of...oh fuck off, you know what I mean." Geez Mike, why so defensive? Whatever the reason—not that there's anything wrong with that—let's take a closer look at the bike.

"First off," Mike begins—a little angrily I might add, "get off the gay thing. No there's nothing wrong with it, but if you bring it up again, I'm gonna beat yer ass." Fine, whatever. "Second, when you take a look at the spec sheet, you'll notice a couple of things. One is that we are starting to put out more of our own proprietary components on these bikes. Also, for what this is, and how it's built, there's some top-of-the-line hardware on this at a pretty reasonable price. Especially when you take into consideration I'm only gonna build 12 of these bikes this year."

I'll let you folks gander at the tech sheet yourselves. But understand one thing: When you have a bike with a 46-degree rake and 6-inch stretch, be prepared for it. Don't think you're gonna blast off into the sunset and take corners like a sport bike. Choppers are not sportbikes. Unless, of course you're Big Mike...but that's a whole other story. From our end this No Limits chopper handles very well and has enough power to keep up with the cruisers on the highway—or just to smoke some rubber goin' bar hoppin'.







"SCC is now going to be manufacturing all of BMC's 50-state CARB bikes," Mike states, trying to keep me on the subject. "This factors out to about 20 BMC models a month having all the Big Brother B.S., which SCC will then deliver to the 15 California BMC dealers." Now that oughta make Big Brother get the hell off their backs...for a little while anyway.

So here's the deal: No matter what we jokingly inferred, Mike is heterosexual. In fact, the first 100 people who call and ask him about his sexual preferences, and then purchase a bike from him—proof of purchase will be required—will receive a FREE *Easyriders* T-shirt (shipping and handling not included). Seriously though ('cause we are *not* gonna send you a shirt), if your looking for a custom-built, fully insurable chopper, contact Mike at Big Mikes Choppers, 63018 Plateau Dr. #2, Bend, Oregon 97701; 541-312-2760. Or check out the Web site at www.bikemikeschoppers.com. Tell 'em we sent ya. On second thought...be kind.

—Oil Can





Owner: Could be you
City: Anytown, USA

General

Fabrication: ..Big Mike's Choppers
Year/make: 2002 BMC
Model: No Limits chopper
Assembly: BMC
Time: 6 weeks
Chroming: BMC

Engine

Year: 2002 S&S
Rebuilder: BMC
Displacement: 107 cubic inches
Cam: 653 Redshift
Carb: S&S Super G
Pipes: BMC

Transmission

Year/Make: 2002 5-speed

Painting

Molding: BMC
Painter: BMC
Color: Purple
Type: House of Kolor
Special paint: Lime Time green
flames w/orange pinstriping

Frame

Year/Make: 2002 BMC
Type: single downtube

Rake: 46 degrees
Stretch: 6 inches
Shocks: Progressive

Accessories

Handlebars: BMC
Risers: BMC
Handlebar controls: OMP
Fenders: BMC
Headlight: BMC
Taillight: BMC
Speedo: nope
Pegs: OMP
Foot controls: OMP
Gas tank: BMC
Oil tank: BMC
Seat: BMC/Corbin
Mirrors: OMP
Grips: OMP

Front end

Type: 12 inches over
Builder: Forking By Frank

Wheels

Make: Weld Racing
Size: 21-inch front; 18-inch rear
Tires: Avon
Brakes: OMP
Photos: Ken Ross

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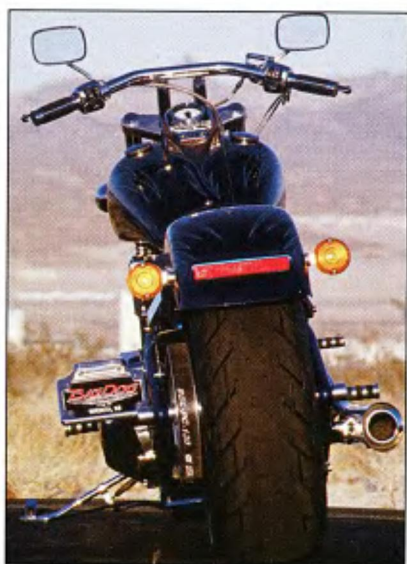
Coming At Ya

The amazing April issue of *Easyriders* (No. 358) brings you wild custom creations from Visioncraft, Twisted Metal (which would be a great name for a rock band), Denver's Choppers, KC Creations, and we'll road test Harley's 100th Anniversary Edition Softail Classic.

Besides this menagerie of motorcycles we'll also ride with two-wheeled firemen to the FDNY Run, blast down to the Florida Keys to check out the local action, and offer a Coast-to-Coast True Road Tale.

In the Tech shed we'll finally show off our finished Pimp Daddy project, meet motorcycle movers skilled in chopper transport, and get wired with Sumax. All this plus a complete Guide to Laconia and a 32-page Buyer's Guide. It's all comin' at ya' like a howlin' heifer in heat!

On Sale March 11



The Marvelous March issue of *V-Twin* (No. 23) showcases 11 bike features and the newest products and accessories for your ride. Meet the master painters of Rock & Roll Custom Paintworks, get a glimpse behind the scenes at TP Engineering and check out our Guide to Brakes. We'll also show you all the new models of cruisers for 2003, ride to the Florida Keys and also bring you a coast to coast road tale.

You'll find absolutely everything you need to know about Daytona Bike Week in our Daytona Survival Guide, take a ride for a great cause known as Ride The Coast and *V-Twin* now features more motorcycle-related news and tech information to keep you up to speed on the sport you love. All this and more in the all-new and improved *V-Twin* magazine. On sale February 18



We're kickin' some custom-scooter ass in the February issue of *Biker* (No. 208) with the "Terminator—Back To The Future" M/C masterpiece. Prepare yourself for our normal abnormal off-the-wall lifestyle coverage. On sale now!



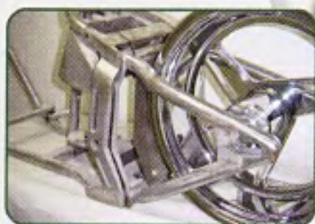
The March '03 (No. 112) issue from the image conscious bastards (photo images, that is), here at *In The Wind*, covers the Sturgis Rally. Ms. *Easyriders* '02, Roxy LeRoux, is featured on Ruben Brown's Perewitz/TP custom sled. On sale now!

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Charlotte Convention Center

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February 8th
Memphis, TN
Memphis Cook Convention Center

February 14th-16th
Columbus, OH
Veterans Memorial

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